



2018/0228(COD)

21.9.2018

AMENDMENTS 62 - 197

Draft report

Marian-Jean Marinescu, Henna Virkkunen, Pavel Telička
(PE625.415v01-00)

on the proposal for a regulation of the European Parliament and of the Council
establishing the Connecting Europe Facility and repealing Regulations (EU)
No 1316/2013 and (EU) No 283/2014

Proposal for a regulation
(COM(2018)0438 – C8-0255/2018 – 2018/0228(COD))

Amendment 62
Inés Ayala Sender, Luis de Grandes Pascual

Draft legislative resolution
Citation 8 a (new)

Draft legislative resolution

Amendment

- *Having regard to the Commission Communication of 13 January 2015 on ‘Making the best use of the flexibility within the existing rules of the stability and growth pact’;*

Or. es

Amendment 63
Xabier Benito Ziluaga, Marisa Matias, Tania González Peñas, Neoklis Sylikiotis

Proposal for a regulation
Recital 1

Text proposed by the Commission

Amendment

(1) In order to achieve smart, sustainable and inclusive growth and to stimulate job creation, the Union needs an up-to-date, high-performance infrastructure to help connect and integrate the Union and all its regions, in the transport, telecommunications and energy sectors. Those connections should help to improve the free movement of persons, goods, capital and services. The trans-European networks should facilitate cross-border connections, foster greater economic, social and territorial cohesion and ***contribute to a more competitive social market economy and to combating*** climate change.

(1) In order ***to be in line with the Paris Agreement and the long term EU climate objectives and*** to achieve smart, sustainable and inclusive growth and to stimulate job creation, the Union needs an up-to-date, high-performance infrastructure to help connect and integrate the Union and all its regions, in the transport, telecommunications and energy sectors. Those connections should help to improve the free movement of persons, goods, capital and services. The trans-European networks should facilitate cross-border connections, foster greater economic, social and territorial cohesion and ***fight against*** climate change.

Or. en

Amendment 64
Deirdre Clune

Proposal for a regulation
Recital 1

Text proposed by the Commission

(1) In order to achieve smart, sustainable and inclusive growth and to stimulate job creation, the Union needs an up-to-date, high-performance infrastructure to help connect and integrate the Union and all its regions, in the transport, telecommunications and energy sectors. Those connections should help to improve the free movement of persons, goods, capital and services. The trans-European networks should facilitate cross-border connections, foster greater economic, social and territorial cohesion and contribute to a more competitive social market economy and to combating climate change.

Amendment

(1) In order to achieve smart, sustainable and inclusive growth and to stimulate job creation, the Union needs an up-to-date, high-performance infrastructure to help connect and integrate the Union and all its ***regions including remote, outermost, insular, peripheral and mountainous*** regions, in the transport, telecommunications and energy sectors. Those connections should help to improve the free movement of persons, goods, capital and services. The trans-European networks should facilitate cross-border connections, foster greater economic, social and territorial cohesion and contribute to a more competitive social market economy and to combating climate change.

Or. en

Amendment 65
Răzvan Popa

Proposal for a regulation
Recital 1

Text proposed by the Commission

(1) In order to achieve smart, sustainable and inclusive growth and to stimulate job creation, the Union needs an up-to-date, high-performance infrastructure to help connect and integrate the Union and all its regions, in the transport, telecommunications and energy sectors. Those connections should help to improve the free movement of persons, goods, capital and services. The trans-European

Amendment

(1) In order to achieve smart, sustainable and inclusive growth and to stimulate job creation, the Union needs an up-to-date, high-performance infrastructure to help connect and integrate the Union and all its regions, in the transport, telecommunications and energy sectors. Those connections should help to improve the free movement of persons, goods, capital and services. The trans-European

networks should facilitate cross-border connections, foster greater economic, social and territorial cohesion and contribute to a more competitive social market economy and to combating climate change.

networks should facilitate cross-border connections **to improve cross-border worker mobility**, foster greater economic, social and territorial cohesion and contribute to a more competitive social market economy and to combating climate change.

Or. ro

Amendment 66

Tania González Peñas, Xabier Benito Ziluaga

Proposal for a regulation

Recital 1

Text proposed by the Commission

(1) In order to achieve smart, sustainable and inclusive growth and to stimulate job creation, the Union needs an up-to-date, high-performance infrastructure to help connect and integrate the Union and all its regions, in the transport, telecommunications and energy sectors. Those connections should help to improve the free movement of persons, goods, capital and services. The trans-European networks should facilitate cross-border connections, foster greater economic, social and territorial cohesion and contribute to a more competitive social market economy and to combating climate change.

Amendment

(1) In order to achieve smart, sustainable, **PRM-accessible** and inclusive growth and to stimulate job creation, the Union needs an up-to-date, high-performance infrastructure to help connect and integrate the Union and all its regions, in the transport, telecommunications and energy sectors. Those connections should help to improve the free movement of persons, goods, capital and services. The trans-European networks should facilitate cross-border connections, foster greater economic, social and territorial cohesion and contribute to a more competitive social market economy and to combating climate change.

Or. es

Amendment 67

Izaskun Bilbao Barandica

Proposal for a regulation

Recital 1

Text proposed by the Commission

(1) In order to achieve smart, sustainable and inclusive growth and to stimulate job creation, the Union needs an up-to-date, high-performance infrastructure to help connect and integrate the Union and all its regions, in the transport, **telecommunications** and energy sectors. Those connections should help to improve the free movement of persons, goods, capital and services. The trans-European networks should facilitate cross-border connections, foster greater economic, social and territorial cohesion and contribute to a more competitive social market economy and to combating climate change.

Amendment

(1) In order to achieve smart, sustainable and inclusive growth and to stimulate job creation, the Union needs an up-to-date, high-performance infrastructure to help connect and integrate the Union and all its regions, in the transport, **digital, information and communication technologies** and energy sectors. Those connections should help to improve the free movement of persons, goods, capital and services. The trans-European networks should facilitate cross-border connections, foster greater economic, social and territorial cohesion and contribute to a more competitive social market economy and to combating climate change.

Or. es

Amendment 68

Inés Ayala Sender, Luis de Grandes Pascual

Proposal for a regulation

Recital 1

Text proposed by the Commission

(1) In order to achieve smart, sustainable and inclusive growth and to stimulate job creation, the Union needs an up-to-date, high-performance infrastructure to help connect and integrate the Union and all its regions, in the transport, telecommunications and energy sectors. Those connections should help to improve the free movement of persons, goods, capital and services. The trans-European networks should facilitate cross-border connections, foster greater economic, social and territorial cohesion and contribute to a more competitive social market economy and to combating climate change.

Amendment

(1) In order to achieve smart, sustainable and inclusive growth and to stimulate job creation, the Union needs an up-to-date, **multimodal and** high-performance infrastructure to help connect and integrate the Union and all its regions, in the transport, telecommunications and energy sectors. Those connections should help to improve the free movement of persons, goods, capital and services. The trans-European networks should facilitate cross-border connections, foster greater economic, social and territorial cohesion and contribute to a more competitive social market economy and to combating climate change **and depopulation**.

Amendment 69**Maria Grapini****Proposal for a regulation****Recital 1***Text proposed by the Commission*

(1) In order to achieve smart, sustainable and inclusive growth and to stimulate job creation, the Union needs an up-to-date, high-performance infrastructure to help connect and integrate the Union and all its regions, in the transport, telecommunications and energy sectors. Those connections should help to improve the free movement of persons, goods, capital and services. The trans-European networks should facilitate cross-border connections, foster greater economic, social and territorial cohesion and contribute to a more competitive social market economy and to combating climate change.

Amendment

(1) In order to achieve smart, sustainable and inclusive growth and to stimulate job creation, the Union needs an up-to-date, high-performance infrastructure to help connect and integrate the Union and all its regions, in the transport, telecommunications and energy sectors. Those connections should help to improve the free movement of persons, goods, capital and services. The trans-European networks should facilitate cross-border connections, foster greater economic, social and territorial cohesion and contribute to a more competitive ***and more sustainable***, social market economy and to combating climate change.

Or. ro

Amendment 70**Nicola Caputo****Proposal for a regulation****Recital 1 a (new)***Text proposed by the Commission**Amendment*

(1a) Priority should be given in the transport sector to projects which create or improve cross-border connections, complete missing links and eliminate bottlenecks. In this scenario Connecting Europe Facility can make a concrete contribution to the ambition of achieving a single European transport area.

Amendment 71

Nicola Caputo

Proposal for a regulation

Recital 1 b (new)

Text proposed by the Commission

Amendment

(1b) Connecting Europe Facility has been, is and must remain an effective and targeted instrument for investment in trans-European infrastructure (TEN) in transport, energy and the digital sector and in order to contribute to the EU's priorities on jobs, growth and investment, the internal market, the Energy Union, the climate and the digital single market.

Or. en

Amendment 72

Nicola Caputo

Proposal for a regulation

Recital 1 c (new)

Text proposed by the Commission

Amendment

(1c) Connecting Europe Facility should focus on providing EU added value to the development of connectivity in transport, mainly by focusing on projects at national, regional or local level that would not otherwise be accomplished without EU support.

Or. en

Amendment 73

Nicola Caputo

Proposal for a regulation
Recital 1 d (new)

Text proposed by the Commission

Amendment

(1d) An updated Connecting Europe Facility which covers all modes of transport, including road infrastructure and inland waterways, focusing on interconnections and the completion of networks in peripheral areas and covering all transport needs, including digital solutions, modal shift and more sustainable transport, is necessary. This updated Connecting Europe Facility should also prioritise more direct linkages between the core and comprehensive networks, including, for example, horizontal priorities such as Motorways of the Sea.

Or. en

Amendment 74

Xabier Benito Ziluaga, Tania González Peñas, Marisa Matias

Proposal for a regulation
Recital 2

Text proposed by the Commission

Amendment

(2) The aim of the Connecting Europe Facility (the ‘Programme’) is to accelerate investment in the field of trans-European networks ***and to leverage funding from both the public and the private sectors, while increasing legal certainty and respecting the principle of technological neutrality***. The Programme should enable synergies between the transport, energy and digital sectors to be harnessed to the full extent, thus enhancing the effectiveness of Union action and enabling implementing costs to be optimised.

(2) The aim of the Connecting Europe Facility (the ‘Programme’) is to accelerate investment in the field of trans-European networks ***in line with the EU climate and energy objectives***. The Programme should enable synergies between the transport, energy and digital sectors to be harnessed to the full extent, thus enhancing the effectiveness of Union action and enabling implementing costs to be optimised.

Or. en

Amendment 75

Tania González Peñas, Xabier Benito Ziluaga

Proposal for a regulation

Recital 2

Text proposed by the Commission

(2) The aim of the Connecting Europe Facility (the ‘Programme’) is to accelerate investment in the field of trans-European networks and to leverage funding from both the public and the private sectors, while increasing legal certainty **and respecting the principle of technological neutrality**. The Programme should enable synergies between the transport, energy and digital sectors to be harnessed to the full extent, thus enhancing the effectiveness of Union action and enabling implementing costs to be optimised.

Amendment

(2) The aim of the Connecting Europe Facility (the ‘Programme’) is to accelerate investment in the field of trans-European networks and to leverage funding from both the public and the private sectors, while increasing legal certainty. The Programme should enable synergies between the transport, energy and digital sectors to be harnessed to the full extent, thus enhancing the effectiveness of Union action and enabling implementing costs to be optimised.

Or. es

Amendment 76

Răzvan Popa

Proposal for a regulation

Recital 2

Text proposed by the Commission

(2) The aim of the Connecting Europe Facility (the ‘Programme’) is to accelerate investment in the field of trans-European networks and to leverage funding from both the public and the private sectors, while increasing legal certainty and respecting the principle of technological neutrality. The Programme should enable synergies between the transport, energy and digital sectors to be harnessed to the full extent, thus enhancing the effectiveness of Union action and enabling implementing costs to be optimised.

Amendment

(2) The aim of the Connecting Europe Facility (the ‘Programme’) is to accelerate investment in the field of trans-European networks and to leverage funding from both the public and the private sectors, **including public-private partnerships benefiting all parties**, while increasing legal certainty and respecting the principle of technological neutrality. The Programme should enable synergies between the transport, energy and digital sectors to be harnessed to the full extent, thus enhancing the effectiveness of Union

action and enabling implementing costs to be optimised.

Or. ro

Amendment 77

Inés Ayala Sender, Luis de Grandes Pascual

Proposal for a regulation

Recital 2

Text proposed by the Commission

(2) The aim of the Connecting Europe Facility (the ‘Programme’) is to accelerate investment in the field of trans-European networks and to leverage funding from both the public and the private sectors, while increasing legal certainty and respecting the principle of technological neutrality. The Programme should enable synergies between the transport, energy and digital sectors to be harnessed to the full extent, thus enhancing the effectiveness of Union action and enabling implementing costs to be optimised.

Amendment

(2) The aim of the Connecting Europe Facility (the ‘Programme’) is to **focus and** accelerate investment in the field of trans-European networks and to leverage funding from both the public and the private sectors, while increasing legal certainty and respecting the principle of technological neutrality. The Programme should enable synergies between the transport, energy and digital sectors to be harnessed to the full extent, thus enhancing the effectiveness of Union action and enabling implementing costs to be optimised.

Or. es

Amendment 78

Inés Ayala Sender, Luis de Grandes Pascual

Proposal for a regulation

Recital 2 a (new)

Text proposed by the Commission

Amendment

(2a) The Programme should help to promote the territorial accessibility and connectivity of all regions of the Union, including the remote, outermost, island, peripheral, mountain and cross-border regions, as well as in depopulated and scarcely populated areas;

Amendment 79
Miltiadis Kyrkos

Proposal for a regulation
Recital 2 a (new)

Text proposed by the Commission

Amendment

(2a) The Programme should contribute to promote the territorial accessibility and connectivity of all regions of the Union, including remote, outermost, insular, peripheral and mountainous regions, as well as sparsely populated areas;

Or. en

Justification

This is to comply with article 4 of the TEN-T regulation which stipulates that it should promote the "accessibility and connectivity of all regions in the Union, including remote, outermost, insular, peripheral and mountainous regions, as well as sparsely populated areas".

Amendment 80
Rolandas Paksas

Proposal for a regulation
Recital 2 a (new)

Text proposed by the Commission

Amendment

(2a) The Programme should contribute to promote the territorial accessibility and connectivity of all regions of the Union, including remote, outermost, insular, peripheral and mountainous regions, as well as sparsely populated areas;

Or. en

Justification

This is to comply with article 4 of the TEN-T regulation which stipulates that it should promote the "accessibility and connectivity of all regions in the Union, including remote, outermost, insular, peripheral and mountainous regions, as well as sparsely populated areas".

Amendment 81 **Izaskun Bilbao Barandica**

Proposal for a regulation **Recital 2 a (new)**

Text proposed by the Commission

Amendment

(2a) The Programme should contribute to promote the territorial accessibility and connectivity of all regions of the Union, including remote, outermost, insular, peripheral and mountainous regions, as well as sparsely populated areas;

Or. en

Amendment 82 **Florent Marcellesi**

Proposal for a regulation **Recital 2 a (new)**

Text proposed by the Commission

Amendment

(2a) The Connecting Europe Facility should integrate a gender perspective in all its working and decision making processes, make sure that committees and projects teams are gender balanced and ensure that the implementation of this fund contributes to the promotion of gender equality in compliance with EU gender mainstreaming obligations (article 8 TFEU).

Or. en

Amendment 83

Dario Tamburrano, Rosa D'Amato

Proposal for a regulation

Recital 3

Text proposed by the Commission

(3) The Programme should aim at supporting climate change, environmentally and socially sustainable projects and, where appropriate, climate change mitigation and adaptation actions. In particular, the **contribution of the** Programme to achieving the goals and objectives of the Paris Agreement as well as the proposed 2030 climate and energy targets and long-term decarbonisation **objective** should **be reinforced**.

Amendment

(3) The Programme should aim at supporting **the fight against** climate change **and ensuring the transition to a net-zero GHG emission economy by 2050 at the latest, through** environmentally and socially sustainable projects and, where appropriate, climate change mitigation and adaptation actions. In particular, the Programme **should contribute** to achieving the goals and objectives of the Paris Agreement as well as the proposed 2030 climate and energy targets and **the** long-term decarbonisation **objectives of the Union. The Programme** should **take into account the will of European citizens through public consultations**.

Or. en

Amendment 84

Kathleen Van Brempt, Edouard Martin, Carlos Zorrinho, Theresa Griffin, José Blanco López, Christine Revault d'Allonnes Bonnefoy

Proposal for a regulation

Recital 3

Text proposed by the Commission

(3) The Programme should aim at **supporting** climate change, environmentally and socially sustainable projects and, **where appropriate**, climate change mitigation and adaptation actions. In particular, the contribution of the Programme to achieving the goals and objectives of the Paris Agreement as well as the proposed 2030 climate and energy

Amendment

(3) The Programme should aim at **fighting** climate change, **by decarbonizing the transport and energy sector, supporting** environmentally and socially sustainable projects and **by** climate change mitigation and adaptation actions. In particular, the contribution of the Programme to achieving the goals and objectives of the Paris Agreement **to keep**

targets and long-term decarbonisation objective should be reinforced.

the global average temperature rise well below 2°C with the aim to stay below 1.5°C, as well as the proposed 2030 climate and energy targets and long-term decarbonisation objective should be reinforced

Or. en

Amendment 85

Xabier Benito Ziluaga, Marisa Matias, Neoklis Sylikiotis

Proposal for a regulation

Recital 3

Text proposed by the Commission

(3) The Programme should aim at supporting climate change, environmentally and socially sustainable projects and, *where appropriate*, climate change mitigation and adaptation actions. In particular, the contribution of the Programme to achieving the goals and objectives of the Paris Agreement as well as *the proposed* 2030 climate and energy targets and long-term decarbonisation objective should be reinforced.

Amendment

(3) The Programme should aim at supporting climate change, environmentally and socially sustainable projects and, climate change mitigation and adaptation actions. In particular, the contribution of the Programme to achieving the goals and objectives of the Paris Agreement *to both keep global average temperature rise well below 2°C above pre-industrial levels*, as well as *pursue efforts to limit temperature increase to 1.5°C*. 2030 climate and energy targets *shall be increased* and long-term decarbonisation objective should be reinforced.

Or. en

Amendment 86

Merja Kyllönen

Proposal for a regulation

Recital 3

Text proposed by the Commission

(3) The Programme should *aim at supporting* climate change,

Amendment

(3) The Programme should *support* climate change, environmentally and

environmentally and socially sustainable projects and, *where appropriate*, climate change mitigation and adaptation actions. In particular, the contribution of the Programme to achieving the goals and objectives of the Paris Agreement as well as the proposed 2030 climate and energy targets and long-term decarbonisation objective should be reinforced.

socially sustainable projects and climate change mitigation and adaptation actions. In particular, the contribution of the Programme to achieving the goals and objectives of the Paris Agreement as well as the proposed 2030 climate and energy targets and long-term decarbonisation objective should be reinforced. ***In order to reach Union's targets and commitments to tackle climate change, the Programme encourages modal shift to sustainable modes of transport.***

Or. en

Justification

The Programme should not support any projects contradicting climate targets.

Amendment 87 **Florent Marcellesi**

Proposal for a regulation **Recital 3**

Text proposed by the Commission

(3) The Programme should aim at supporting climate change, environmentally and socially sustainable projects and, where appropriate, climate change mitigation and adaptation actions. In particular, the contribution of the Programme to achieving the goals and objectives of the Paris Agreement as well as the ***proposed*** 2030 climate and energy targets and long-term decarbonisation objective should be reinforced.

Amendment

(3) The Programme should aim at supporting ***the fight against*** climate change, ***ensuring an inclusive transition to a fully sustainable, net-zero carbon economy through*** environmentally and socially sustainable projects and, where appropriate, climate change mitigation and adaptation actions. In particular, the contribution of the Programme to achieving the goals and objectives of the Paris Agreement as well as the 2030 climate and energy targets and long-term decarbonisation objective should be reinforced.

Or. en

Amendment 88
Tania González Peñas, Xabier Benito Ziluaga

Proposal for a regulation
Recital 3

Text proposed by the Commission

(3) The Programme should aim at supporting ***climate change***, environmentally and socially sustainable projects and, where appropriate, climate change mitigation and adaptation actions. In particular, the contribution of the Programme to achieving the goals and objectives of the Paris Agreement as well as the ***proposed*** 2030 climate and energy targets and long-term decarbonisation objective should be reinforced.

Amendment

(3) The Programme should aim at supporting environmentally and socially sustainable projects ***to restore the Union's energy independence and combat climate change***, and, where appropriate, climate change mitigation and adaptation actions. In particular, the contribution of the Programme to achieving the goals and objectives of the Paris Agreement as well as the 2030 climate and energy targets and long-term decarbonisation objective should be reinforced.

Or. es

Amendment 89
Massimiliano Salini

Proposal for a regulation
Recital 3

Text proposed by the Commission

(3) The Programme should aim ***at supporting*** climate change, ***environmentally and socially*** sustainable projects and, where appropriate, climate change mitigation and adaptation actions. In particular, the contribution of the Programme to achieving the goals and objectives of the Paris Agreement as well as the proposed 2030 climate and energy targets and long-term decarbonisation objective should be reinforced.

Amendment

(3) The Programme should aim ***to contribute to EU action against*** climate change, ***by supporting*** sustainable projects and, where appropriate, climate change mitigation and adaptation actions. In particular, the contribution of the Programme to achieving the goals and objectives of the Paris Agreement as well as the proposed 2030 climate and energy targets and long-term decarbonisation objective should be reinforced.

Or. en

Amendment 90
Rosa D'Amato, Dario Tamburrano, Daniela Aiuto

Proposal for a regulation
Recital 3 a (new)

Text proposed by the Commission

Amendment

(3a) The Programme should guarantee a high level of transparency, providing access to the relevant documents especially in case projects affect the environment and the health of people, and the assessment procedure of projects should take into account social and cohesion criteria, and in particular the acceptance by local communities.

Or. en

Amendment 91
Dario Tamburrano, Rosa D'Amato

Proposal for a regulation
Recital 4

Text proposed by the Commission

Amendment

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of **25%** of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute **60%** of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100% for the expenditures relating to railway infrastructure, **alternative fuels**, clean urban transport, electricity transmission, electricity storage, smart grids, **CO2 transportation** and

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of **40%** of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute **70%** of the overall financial envelope of the Programme to climate objectives, **as part of the fulfilment of the Paris Agreement**, based inter alia on the following Rio markers: i) 100% for the expenditures relating to railway infrastructure, clean urban transport, electricity transmission, electricity storage,

renewable energy; ii) 40% for inland waterways and multimodal transport, and gas infrastructure - *if enabling increased use of* renewable hydrogen or bio-methane. Relevant actions *will be identified* during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. *In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.*

¹⁸ COM(2018) 321, page 13

smart grids and renewable energy; ii) 40% for inland waterways and multimodal transport, and gas infrastructure *only if used exclusively for* renewable hydrogen or bio-methane. *CEF climate related contribution should be recorded in a centrally developed and managed climate tracking data base, based on Rio markers and an expanded list of 'intervention categories' to cover all EU budget programmes.* Relevant *climate* actions *should be included* during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes.

¹⁸ COM(2018) 321, page 13

Or. en

Amendment 92

Xabier Benito Ziluaga, Marisa Matias, Tania González Peñas

Proposal for a regulation

Recital 4

Text proposed by the Commission

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of **25%** of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute **60%** of the overall financial

Amendment

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of **50%** of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute **80%** of the overall financial

envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100% for the expenditures relating to railway infrastructure, **alternative fuels, clean** urban transport, electricity transmission, electricity storage, smart grids, **CO2 transportation and** renewable energy; ii) 40% for inland waterways and multimodal transport, **and gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane**. Relevant actions **will** be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission **coherently** with the **guidance developed for other** programmes **of the Union where relevant**.

¹⁸ COM(2018) 321, page 13

envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100% for the expenditures relating to railway infrastructure, **sustainable** urban transport, electricity transmission, electricity storage, smart grids, renewable energy **and energy efficiency**; ii) 40% for inland waterways and multimodal transport. Relevant **climate** actions **shall** be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation **and the infrastructure is compliant with the sector specific emission reduction and decarbonization pathways**, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission. **Guiding principles for climate proofing should be in line** with the **energy efficiency first principle and the general exclusion of direct and indirect subsidies for fossil fuels from the EU** programmes.

¹⁸ COM(2018) 321, page 13

Or. en

Amendment 93 **Florent Marcellesi**

Proposal for a regulation **Recital 4**

Text proposed by the Commission

(4) Reflecting the importance of tackling climate change in line with

Amendment

(4) Reflecting the importance of tackling climate change in line with

Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of **25%** of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute **60%** of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100% for the expenditures relating **to railway infrastructure, alternative fuels, clean** urban transport, electricity transmission, electricity storage, smart grids, **CO2 transportation** and renewable energy; ii) 40% for inland waterways and multimodal transport, and gas infrastructure - if **enabling increased use of** renewable hydrogen **or bio-methane**. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with **guidance that should be developed by the Commission coherently** with the guidance developed for other programmes of the Union **where relevant**.

¹⁸ COM(2018) 321, page 13

Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of **50%** of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute **at least 70 %** of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100% for the expenditures relating **zero-emission mobility, decarbonised** urban transport, electricity transmission, electricity storage, smart grids, **energy efficiency** and renewable energy; ii) 40% for **railway infrastructure, sustainable navigable** inland waterways and multimodal transport, and gas infrastructure - if **used exclusively to transport sustainable bio-methane and** renewable hydrogen **with positive life-cycle and efficiency assessment according to a methodology to be developed by the Commission**. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with **Annex Ia and coherent** with the guidance developed for other programmes of the Union.

¹⁸ COM(2018) 321, page 13

Or. en

Amendment 94

Kathleen Van Brempt, Edouard Martin, Theresa Griffin, José Blanco López, Christine Revault d'Allonnes Bonnefoy

Proposal for a regulation

Recital 4

Text proposed by the Commission

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of **25%** of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60% of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100% for the expenditures relating to railway infrastructure, **alternative fuels**, clean urban transport, electricity transmission, electricity storage, smart grids, CO2 transportation and renewable energy; ii) 40% for inland waterways and multimodal transport, and **gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane**. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union **where relevant**.

Amendment

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of **30%** of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60% of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100% for the expenditures relating to railway infrastructure, clean urban transport, electricity transmission, electricity storage, smart grids, CO2 transportation and renewable energy; ii) 40% for inland waterways and multimodal transport, and renewable **fuels leading to significant greenhouse gas reductions**. **In order to monitor the climate action contribution of CEF and other programmes, a centrally managed climate tracking data base stooled on Rio markers and an expanded list of 'intervention categories' should be developed to evaluate and document all spending of the programmes of the EU budget**. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic

evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union. ***Guiding principles for climate proofing should be the exclusion of all direct and indirect support from the EU budget for fossil fuel projects; a lifecycle assessment of all projects screening them in the context of the Paris Agreement, the 2 and 1.5 degrees climate scenarios and ensuring compliance with the general decarbonisation target and the sector specific emission reduction goals, taking into account the "energy efficiency first" principle.***

¹⁸ COM(2018) 321, page 13

¹⁸ COM(2018) 321, page 13

Or. en

Amendment 95 **Renaud Muselier**

Proposal for a regulation **Recital 4**

Text proposed by the Commission

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of **25** % of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60 % of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100 % for the expenditures

Amendment

(4) Reflecting the importance of ***protecting biodiversity and*** tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of **40** % of the EU budget expenditures supporting ***the ecological transition. Moreover, no EU budget expenditure shall prejudice the*** climate objectives. ***Climate*** actions under this Programme are expected to contribute 60 % of the overall financial envelope of

relating to railway infrastructure, alternative fuels, clean urban transport, electricity transmission, electricity storage, smart grids, CO₂ transportation and renewable energy; ii) 40 % for inland waterways and multimodal transport, and gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.

¹⁸ COM(2018) 321, page 13

the Programme to climate objectives, based inter alia on the following Rio markers: i) 100 % for the expenditures relating to railway infrastructure, alternative fuels, clean urban transport, electricity transmission, electricity storage, smart grids, CO₂ transportation and renewable energy; ii) 40 % for inland waterways and multimodal transport, and gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.

¹⁸ COM(2018) 321, page 13

Or. fr

Amendment 96

Jerzy Buzek

Proposal for a regulation

Recital 4

Text proposed by the Commission

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable

Amendment

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable

Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of 25% of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60% of the overall financial envelope of the Programme to climate objectives, ***based inter alia on the following Rio markers: i) 100% for the expenditures relating to railway infrastructure, alternative fuels, clean urban transport, electricity transmission, electricity storage, smart grids, CO2 transportation and renewable energy; ii) 40% for inland waterways and multimodal transport, and gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane.*** Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.

¹⁸ COM(2018) 321, page 13

Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of 25% of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60% of the overall financial envelope of the Programme to climate objectives. Expenditures relating to railway infrastructure, alternative fuels, clean urban transport, electricity transmission, electricity storage, smart grids, CO2 transportation, renewable energy, ***gas infrastructure***, inland waterways and multimodal transport ***shall be considered as compliant with climate objectives.*** Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.

¹⁸ COM(2018) 321, page 13

Or. en

Justification

EU Member States share the same 2050 climate objectives, however individual countries have different starting points. In some EU countries high-emission sources of energy represent a large share (well above 50%) of their energy mix. Therefore, the implementation of long-term energy and climate objectives should be led through the promotion of various

zero- and low-emission sources and energy. As a result, EU energy transition will be implemented in an efficient and affordable manner.

Amendment 97

Edward Czesak, Zdzisław Krasnodębski, Ryszard Antoni Legutko, Tomasz Piotr Poręba, Kosma Złotowski, Evžen Tošenovský

Proposal for a regulation

Recital 4

Text proposed by the Commission

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of 25% of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60% of the overall financial envelope of the Programme to climate objectives, ***based inter alia on the following Rio markers: i) 100% for the expenditures relating to railway infrastructure, alternative fuels, clean urban transport, electricity transmission, electricity storage, smart grids, CO2 transportation and renewable energy; ii) 40% for inland waterways and multimodal transport, and gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane.*** Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the

Amendment

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of 25% of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60% of the overall financial envelope of the Programme to climate objectives. Expenditures relating to railway infrastructure, alternative fuels, clean urban transport, electricity transmission, electricity storage, smart grids, CO2 transportation, renewable energy and gas infrastructure ***shall be considered as compliant with EU climate objectives.*** Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for

Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.

¹⁸ COM(2018) 321, page 13

other programmes of the Union where relevant.

¹⁸ COM(2018) 321, page 13

Or. en

Amendment 98

Miapetra Kumpula-Natri, Peter Kouroumbashev, Zigmantas Balčytis, Carlos Zorrinho, Theresa Griffin, Răzvan Popa, Jeppe Kofod, Eugen Freund

Proposal for a regulation

Recital 4

Text proposed by the Commission

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of **25%** of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60% of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100% for the expenditures relating to railway infrastructure, alternative fuels, clean urban transport, electricity transmission, electricity storage, smart grids, CO2 transportation and renewable energy; ii) 40% for inland waterways and multimodal transport, and gas infrastructure - if enabling **increased use of** renewable hydrogen or bio-methane. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the

Amendment

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of **30%** of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60% of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100% for the expenditures relating to railway infrastructure, alternative fuels, clean urban transport, electricity transmission, electricity storage, **energy efficiency**, smart grids, CO2 transportation and renewable energy; ii) 40% for inland waterways and multimodal transport, and gas infrastructure - if enabling **a measurable transition away from fossil fuels through for example** renewable hydrogen or bio-methane. Relevant actions will be identified during

context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.

¹⁸ COM(2018) 321, page 13

the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.

¹⁸ COM(2018) 321, page 13

Or. en

Amendment 99

Merja Kyllönen

Proposal for a regulation

Recital 4

Text proposed by the Commission

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of 25% of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60% of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100% for the expenditures relating to railway infrastructure, **alternative** fuels, clean urban transport,

Amendment

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of 25% of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60% of the overall financial envelope of the Programme to climate objectives, **while ensuring that the remaining 40% of the overall financial envelope does not contradict to the climate objectives**, based inter alia on the

electricity transmission, electricity storage, smart grids, CO2 transportation and renewable energy; ii) 40% for inland waterways and multimodal transport, and gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union *where relevant*.

¹⁸ COM(2018) 321, page 13

following Rio markers: i) 100% for the expenditures relating to railway infrastructure, *renewable* fuels *or zero-emission transport*, clean urban transport, electricity transmission, electricity storage, smart grids, CO2 transportation and renewable energy; ii) 40% for inland waterways and multimodal transport, and gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, *all* projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union.

¹⁸ COM(2018) 321, page 13

Or. en

Justification

The Programme should not support any projects contradicting climate targets.

Amendment 100

Kathleen Van Brempt, Christine Revault d'Allonnes Bonnefoy

Proposal for a regulation

Recital 4

Text proposed by the Commission

(4) Reflecting the importance of tackling climate change in line with

Amendment

(4) Reflecting the importance of tackling climate change in line with

Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of **25%** of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60% of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100% for the expenditures relating to railway infrastructure, alternative fuels, clean urban transport, electricity transmission, electricity storage, smart grids, CO2 transportation and renewable energy; ii) 40% for inland waterways and multimodal transport, and gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.

¹⁸ COM(2018) 321, page 13

Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of **30%** of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60% of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100% for the expenditures relating to railway infrastructure, ***charging infrastructure, both stationary as well as electric road systems making use of overhead catenary or in-road charging***, alternative fuels, clean urban transport, electricity transmission, electricity storage, smart grids, CO2 transportation and renewable energy; ii) 40% for inland waterways and multimodal transport, and gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.

¹⁸ COM(2018) 321, page 13

Or. en

Justification

Different studies show that battery electric vehicles combined with overhead catenary or in-road charging are one of the most cost-effective options to enable electric zero-emission goods transport on and around heavily travelled freight corridors

Amendment 101

Izaskun Bilbao Barandica

Proposal for a regulation

Recital 4

Text proposed by the Commission

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of 25 % of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60 % of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100 % for the expenditures relating to railway infrastructure, alternative fuels, clean urban transport, electricity transmission, electricity storage, smart grids, CO₂ transportation and renewable energy; ii) 40 % for inland waterways and multimodal transport, and gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic

Amendment

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of 25 % of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60 % of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100 % for the expenditures relating to railway infrastructure, alternative fuels, clean urban transport, electricity transmission, electricity storage, smart grids, CO₂ transportation and renewable energy; ii) 40 % for inland waterways and multimodal transport, and gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic

evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.

¹⁸ COM(2018) 321, page 13

evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed, **as well as the balance of that impact compared to the baseline scenario and the plausible alternatives**, for other programmes of the Union where relevant.

¹⁸ COM(2018) 321, page 13

Or. es

Amendment 102

Dominique Riquet, Gesine Meissner, Matthijs van Miltenburg

Proposal for a regulation

Recital 4

Text proposed by the Commission

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of 25 % of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60 % of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100 % for the expenditures relating to **railway** infrastructure, alternative fuels, clean urban transport, electricity transmission, electricity storage, smart grids, CO₂ transportation and renewable energy; ii) 40 % for **inland waterways and** multimodal transport, and gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane. Relevant actions will be identified during

Amendment

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of 25 % of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60 % of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100 % for the expenditures relating to **rail and waterway and** infrastructure, alternative fuels, clean urban transport, electricity transmission, electricity storage, smart grids, CO₂ transportation and renewable energy; ii) 40 % for multimodal transport and gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane. Relevant actions will be identified during

the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.

¹⁸ COM(2018) 321, p. 13.

the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.

¹⁸ COM(2018) 321, p. 13.

Or. fr

Amendment 103

Angelo Ciocca

Proposal for a regulation

Recital 4

Text proposed by the Commission

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of 25% of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60% of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100% for the expenditures relating to railway infrastructure, alternative fuels, clean urban transport,

Amendment

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of 25% of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60% of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100% for the expenditures relating to railway infrastructure, alternative fuels (*including the relevant*

electricity transmission, electricity storage, smart grids, CO2 transportation and renewable energy; ii) 40% for inland waterways and multimodal transport, and gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.

¹⁸ COM(2018) 321, page 13

infrastructure), clean urban transport, electricity transmission, electricity storage, smart grids, CO2 transportation and renewable energy; ii) 40% for inland waterways and multimodal transport, and gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.

¹⁸ COM(2018) 321, page 13

Or. it

Amendment 104

Andor Deli

Proposal for a regulation

Recital 4

Text proposed by the Commission

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of 25% of the EU budget expenditures

Amendment

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of 25% of the EU budget expenditures

supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60% of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100% for the expenditures relating to railway infrastructure, alternative fuels, clean urban transport, electricity transmission, electricity storage, smart grids, CO2 transportation and renewable energy; ii) 40% for inland waterways and multimodal transport, and gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.

¹⁸ COM(2018) 321, page 13

supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60% of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100% for the expenditures relating to railway infrastructure, alternative fuels *for all transport modes*, clean urban transport, electricity transmission, electricity storage, smart grids, CO2 transportation and renewable energy; ii) 40% for inland waterways and multimodal transport, and gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.

¹⁸ COM(2018) 321, page 13

Or. en

Amendment 105
Rolandas Paksas

Proposal for a regulation
Recital 4

Text proposed by the Commission

(4) Reflecting the importance of

Amendment

(4) Reflecting the importance of

tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of 25% of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60% of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100% for the expenditures relating to railway infrastructure, alternative fuels, clean urban transport, electricity transmission, electricity storage, smart grids, CO2 transportation and renewable energy; ii) 40% for inland waterways and multimodal transport, and gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.

¹⁸ COM(2018) 321, page 13

tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of 25% of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60% of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100% for the expenditures relating to railway infrastructure, alternative fuels *for all transport modes*, clean urban transport, electricity transmission, electricity storage, smart grids, CO2 transportation and renewable energy; ii) 40% for inland waterways and multimodal transport, and gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.

¹⁸ COM(2018) 321, page 13

Or. en

Amendment 106

Inés Ayala Sender, Luis de Grandes Pascual

Proposal for a regulation

Recital 4

Text proposed by the Commission

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of 25 % of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60 % of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100 % for the expenditures relating to railway infrastructure, alternative fuels, clean urban transport, electricity transmission, electricity storage, smart grids, CO₂ transportation and renewable energy; ii) 40 % for inland waterways and multimodal transport, and gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.

Amendment

(4) Reflecting the importance of tackling climate change in line with Union's commitments to implement the Paris Agreement, and the commitment to the **17** United Nations Sustainable Development Goals, this Regulation should therefore mainstream climate action and lead to the achievement of an overall target of 25 % of the EU budget expenditures supporting climate objectives¹⁸. Actions under this Programme are expected to contribute 60 % of the overall financial envelope of the Programme to climate objectives, based inter alia on the following Rio markers: i) 100 % for the expenditures relating to railway infrastructure, alternative fuels, clean urban transport, electricity transmission, electricity storage, smart grids, CO₂ transportation and renewable energy; ii) 40 % for inland waterways and multimodal transport, and gas infrastructure - if enabling increased use of renewable hydrogen or bio-methane. Relevant actions will be identified during the Programme's preparation and implementation, and reassessed in the context of the relevant evaluations and review processes. In order to prevent that infrastructure is vulnerable to potential long term climate change impacts and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project's economic evaluation, projects supported by the Programme should be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union where relevant.

Amendment 107
Dario Tamburrano, Rosa D'Amato

Proposal for a regulation
Recital 4 a (new)

Text proposed by the Commission

Amendment

(4a) In order to ensure that the portfolio aligns with the EU's long term climate change and its commitments under the Paris Agreement, projects supported by the Programme shall be subject to climate proofing in accordance with guidance that should be developed by the Commission coherently with the guidance developed for other programmes of the Union. Guiding principles for climate proofing should be 'energy efficiency first', the general exclusion of direct and indirect funding of fossil fuels from the EU budget programmes, and a projects lifecycle assessment of programmes and planned infrastructure to ensure compliance with the sector specific emission reduction and decarbonisation pathways. To prevent that infrastructure is vulnerable to potential long term climate change impacts, all projects should be tested against the 1.5 and 2 degrees climate scenarios and the energy efficiency first principle. In addition, the cost of greenhouse gas emissions arising from the project needs to be included in the project's economic evaluation, using values considered in line with the EU's obligations under the Paris Climate Change Agreement.

Amendment 108

Kathleen Van Brempt, Edouard Martin, Carlos Zorrinho, Theresa Griffin, Peter Kouroumbashev, José Blanco López

Proposal for a regulation

Recital 4 a (new)

Text proposed by the Commission

Amendment

(4a) Aside from setting the overall target of 30% of the EU budget expenditures supporting climate objectives, it is at least as important to make sure not a single action or project supported by the EU budget undermines or goes against our commitments to tackle climate change, the implementation of the Paris Agreement, the achievement of a net-zero greenhouse gas emissions economy by 2050 and the pathway to reach the United Nations Sustainable Development Goals.

Or. en

Amendment 109

Rolandas Paksas

Proposal for a regulation

Recital 4 a (new)

Text proposed by the Commission

Amendment

(4a) In order to reach Union's targets and commitments to tackle climate change, the Programme encourages modal shift to sustainable modes of transport such as railways, maritime and inland waterways. In particular, the Programme will consider introducing support mechanisms for maritime transport based on the results of the MedAtlantic EcoBonus project.

Or. en

Justification

It has to be stated in the Regulation that shifting for some transport modes can have a positive impact.

Amendment 110
Florent Marcellesi

Proposal for a regulation
Recital 4 a (new)

Text proposed by the Commission

Amendment

(4a) In order to address the European Court of Auditors' recommendations ^{1a}, climate mainstreaming mechanisms should differentiate between mitigation and adaptation, and Climate action spending should be materialized ex-ante through all programming and planning processes rather than simply reported ex-post.

^{1a} European Court of Auditor Special report 31, 2016

Or. en

Amendment 111
Inés Ayala Sender, Luis de Grandes Pascual

Proposal for a regulation
Recital 4 a (new)

Text proposed by the Commission

Amendment

(4a) In line with the Union's objectives and commitments to reduce the impact of climate change, the Programme shall encourage a modal shift to more sustainable modes of transport, such as rail, clean urban transport, maritime transport and inland waterways;

Amendment 112

Deirdre Clune

Proposal for a regulation

Recital 4 a (new)

Text proposed by the Commission

Amendment

(4a) The programme should contribute to promote the territorial accessibility and connectivity of all regions of the Union, including remote, outermost, insular, peripheral and mountainous regions, as well as sparsely populated areas;

Or. en

Amendment 113

Dario Tamburrano, Rosa D'Amato

Proposal for a regulation

Recital 4 b (new)

Text proposed by the Commission

Amendment

(4b) The Programme treats energy efficiency as a crucial element and a key consideration for investment decisions on energy infrastructure in the Union according to Regulation [Governance of the Energy Union]. Namely, it enshrines the 'energy efficiency first' principle, which means to consider, before taking energy planning, policy and investment decisions, whether cost-efficient, technically, economically and environmentally sound alternative energy efficiency measures could replace in whole or in part the envisaged planning, policy and investment measures, whilst still achieving the objectives of the respective decisions. Such cost-efficient alternatives include measures to make

energy demand and energy supply more efficient, in particular by means of cost-effective energy end-use savings, demand-side response initiatives and more efficient conversion, transmission and distribution of energy. Member States should encourage the spread of this principle in regional and local government, as well as in the private sector.

Or. en

Amendment 114

Ismail Ertug, Nicola Caputo, Inés Ayala Sender, Martina Werner, Karoline Graswander-Hainz, Theresa Griffin, José Blanco López, Carlos Zorrinho, Răzvan Popa

Proposal for a regulation

Recital 6

Text proposed by the Commission

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility or alternative fuels. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Amendment

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility or ***filling the gaps in infrastructure throughout the European Union as there is a strong need to increase the uptake of alternative fuels and create a stable environment for investment.*** In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Or. en

Amendment 115
Renaud Muselier

Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility or alternative fuels. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Amendment

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could ***effectively and flexibly*** address specific intervention areas, for instance as regards connected and automated mobility or alternative fuels. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions. ***Synergies between sectors should be incentivised through the award criteria for the selection of actions.***

Or. fr

Amendment 116

Kathleen Van Brempt, Christine Revault d'Allonnes Bonnefoy, Edouard Martin, Carlos Zorrinho, Theresa Griffin, José Blanco López

Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the

Amendment

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the

Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility *or alternative* fuels. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility, *remote sensing for monitoring transport emissions, or renewable* fuels *leading to significant greenhouse gas reductions*. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Or. en

Amendment 117 **Angelo Ciocca**

Proposal for a regulation **Recital 6**

Text proposed by the Commission

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility or alternative fuels. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Amendment

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility or alternative fuels, *including the relevant infrastructure. The cross-sectoral work programmes should provide for the creation of synergies between the various sectors*. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment.

Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Or. it

Amendment 118

Patrizia Toia

Proposal for a regulation

Recital 6

Text proposed by the Commission

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility or alternative fuels. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Amendment

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility or alternative fuels. ***The cross-sectoral work programmes should foster the creation of synergies between the desired sectors.***

In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Or. it

Justification

The 2016 programme ‘Synergy call for Energy and Transport’ received only a limited number of proposals because of the overly restrictive eligibility criteria. The next calls, for example, should not limit the energy projects eligible for Projects of Common Interest (PCIs).

Amendment 119 **Florent Marcellesi**

Proposal for a regulation **Recital 6**

Text proposed by the Commission

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility or alternative fuels. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Amendment

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility or ***sustainable*** alternative fuels, ***if contributing to emissions reductions in view of the EU’s long term GHG emissions reduction target***. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Or. en

Amendment 120 **Massimiliano Salini**

Proposal for a regulation **Recital 6**

Text proposed by the Commission

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility or alternative fuels. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Amendment

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility or alternative fuels. ***Cross-sectoral work programmes should promote the formation of desirable synergies between sectors.*** In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Or. en

Justification

The 2016 Synergy call for Energy and Transport received only few proposals because the criteria for eligibility were excessively strict, e.g. next calls should not limit eligible energy projects to PCIs.

Amendment 121

Dario Tamburrano, Rosa D'Amato

Proposal for a regulation

Recital 6

Text proposed by the Commission

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the Programme should provide for the

Amendment

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the Programme should provide for the

adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility or alternative fuels. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility or alternative fuels *if contributing to the EU's long term greenhouse gas emissions reduction target*. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Or. en

Amendment 122
Răzvan Popa

Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility or alternative fuels. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Amendment

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector, *bearing in mind the rapid development of new technologies in these areas*. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility or alternative fuels. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Amendment 123
Claudia Schmidt

Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility or alternative fuels. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Amendment

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility, ***including the necessary digital infrastructure***, or alternative fuels. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Or. de

Amendment 124
Inés Ayala Sender, Luis de Grandes Pascual

Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the

Amendment

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the

Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility *or* alternative fuels. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility, alternative fuels *or joint cross-border infrastructure*. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Or. es

Amendment 125

Xabier Benito Ziluaga, Marisa Matias, Tania González Peñas

Proposal for a regulation

Recital 6

Text proposed by the Commission

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility *or alternative fuels*. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Amendment

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Or. en

Amendment 126
Andor Deli

Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility or alternative fuels. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Amendment

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility or alternative fuels *for all transport modes*. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Or. en

Amendment 127
Rolandas Paksas

Proposal for a regulation
Recital 6

Text proposed by the Commission

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific

Amendment

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific

intervention areas, for instance as regards connected and automated mobility or alternative fuels. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

intervention areas, for instance as regards connected and automated mobility or alternative fuels *for all transport modes*. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Or. en

Amendment 128

Dominique Riquet, Gesine Meissner, Matthijs van Miltenburg

Proposal for a regulation

Recital 6

Text proposed by the Commission

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility or alternative *fuels*. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Amendment

(6) An important objective of this Programme is to deliver increased synergies between the transport, energy and digital sector. For that purpose, the Programme should provide for the adoption of cross-sectoral work programmes that could address specific intervention areas, for instance as regards connected and automated mobility or alternative *fuel infrastructure*. In addition, the Programme should allow, within each sector, the possibility to consider eligible some ancillary components pertaining to another sector, where such an approach improves the socio-economic benefit of the investment. Synergies between sectors should be incentivized through the award criteria for the selection of actions.

Or. fr

Amendment 129
Claudia Schmidt

Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) The trans-European transport network (TEN-T) guidelines as laid down in Regulation (EU) No 1315/2013 of the European Parliament and of the Council¹⁹ (hereafter ‘TEN-T guidelines’) identify the infrastructure of the TEN-T, specify the requirements to be fulfilled by it and provide for measures for their implementation. Those guidelines envisage, in particular, the completion of the core network by 2030 through the creation of new infrastructure as well as the substantial upgrading and rehabilitation of existing infrastructure.

¹⁹ Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1). Commission Communication "Europe on the move:

Amendment

(7) The trans-European transport network (TEN-T) guidelines as laid down in Regulation (EU) No 1315/2013 of the European Parliament and of the Council¹⁹ (hereafter ‘TEN-T guidelines’) identify the infrastructure of the TEN-T, specify the requirements to be fulfilled by it and provide for measures for their implementation. Those guidelines envisage, in particular, the completion of the core network by 2030 through the creation of new infrastructure as well as the substantial upgrading and rehabilitation of existing infrastructure. ***In parallel to the completion of the core network, priority will be given to providing environmentally-friendly public transport links to TEN-T nodes.***

¹⁹ Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1). Commission Communication "Europe on the move:

Or. de

Amendment 130
Deirdre Clune

Proposal for a regulation
Recital 7

Text proposed by the Commission

(7) The trans-European transport network (TEN-T) guidelines as laid down in Regulation (EU) No 1315/2013 of the European Parliament and of the Council¹⁹ (hereafter ‘TEN-T guidelines’) identify the infrastructure of the TEN-T, specify the requirements to be fulfilled by it and provide for measures for their implementation. Those guidelines envisage, in particular, the completion of the core network by 2030 through the creation of new infrastructure as well as the substantial upgrading and rehabilitation of existing infrastructure.

¹⁹ Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1).

Amendment

(7) The trans-European transport network (TEN-T) guidelines as laid down in Regulation (EU) No 1315/2013 of the European Parliament and of the Council¹⁹ (hereafter ‘TEN-T guidelines’) identify the infrastructure of the TEN-T, specify the requirements to be fulfilled by it and provide for measures for their implementation. Those guidelines envisage, in particular, the completion of the core network by 2030 through the creation of new infrastructure as well as the substantial upgrading and rehabilitation of existing infrastructure. ***The Commission shall, before the beginning of the CEF II for the period 2021-2027, review the TEN-T regulation in the context of the withdrawal of the UK from the Union.***

¹⁹ Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1).

Or. en

Amendment 131
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) Actions contributing to the development of projects of common interest in the transport sector, financed by the Programme, should build on the complementarity of all transport modes to provide for efficient, interconnected and

multimodal networks, in order to ensure connectivity throughout the Union, by prioritising nodes with the greatest social benefit and the least impact in terms of climate change;

Or. es

Amendment 132
David-Maria Sassoli, Isabella De Monte

Proposal for a regulation
Recital 7 a (new)

Text proposed by the Commission

Amendment

(7a) Whereas efficient and good transport infrastructure and services are vital for growth and competitiveness in Europe and ERTMS large-scale transport horizontal projects will further integrate Railway transport infrastructures.

Or. en

Amendment 133
David-Maria Sassoli, Isabella De Monte

Proposal for a regulation
Recital 7 b (new)

Text proposed by the Commission

Amendment

(7b) In order to accelerate the installation of ERTMS and incentivize the participation of private investors to the financing of ERTMS, the Commission should launch a pan-European initiative, such as a Joint-Undertaking aimed at scaling up the ERTMS deployment pace over the TEN-T core network corridors.

Or. en

Amendment 134
David-Maria Sassoli, Isabella De Monte

Proposal for a regulation
Recital 7 c (new)

Text proposed by the Commission

Amendment

(7c) It has been estimated that the completion of the ERTMS deployment over the TEN-T core network corridors requires at least 15 Billion €. In order to attain such objective as a matter of priority, as stated in the Regulation 1315/2013 on the Guidelines for the development of the Trans-European network corridors* and on the 2011 White Paper for Transport, a large scale project on ERTMS should be supported at European level.**

*** Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU**

**** COM(2011) 144 White Paper on a Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system**

Or. en

Amendment 135
David-Maria Sassoli, Isabella De Monte

Proposal for a regulation
Recital 7 d (new)

Text proposed by the Commission

Amendment

(7d) The launch of a large scale project on ERTMS would give a profitable financial return to private investors thanks to an innovative mix of grants,

loans, public and private funds that could leverage innovative financing schemes and finalize long-standing investments

Or. en

Amendment 136
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 8

Text proposed by the Commission

(8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority the cross-border links and the missing links and to ensure, where applicable, that the supported actions are consistent with the corridor work plans established pursuant to Article 47 of Regulation (EU) No 1315/2013 and to the overall network development regarding performance and interoperability.

Amendment

(8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority the cross-border links and the missing links and to ensure, where applicable, that the supported actions are consistent with the corridor work plans established pursuant to Article 47 of Regulation (EU) No 1315/2013 and to the overall network development regarding performance and interoperability. ***Policies should also be implemented to accelerate the implementation of pending projects in the priority corridors, avoiding dispersal into actions which push back the completion of those that are included in the TEN-T core network.***

Or. es

Amendment 137
Rolandas Paksas

Proposal for a regulation
Recital 8

Text proposed by the Commission

(8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority the

Amendment

(8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority ***the***

cross-border links and the missing links and to ensure, where applicable, that the supported actions are consistent with the corridor work plans established pursuant to Article 47 of Regulation (EU) No 1315/2013 and to the overall network development regarding performance and interoperability.

continuation of EU co-funding for ongoing TEN-T projects foreseen to be completed by 2030, telematics applications and other actions to digitalise transport, as well as the cross-border links and the missing links and to ensure, where applicable, that the supported actions are consistent with the corridor work plans established pursuant to Article 47 of Regulation (EU) No 1315/2013 and to the overall network development regarding performance and interoperability.

Or. en

Amendment 138

Tania González Peñas, Xabier Benito Ziluaga

Proposal for a regulation

Recital 8

Text proposed by the Commission

(8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority the cross-border links and the missing links and to ensure, where applicable, that the supported actions are consistent with the corridor work plans established pursuant to Article 47 of Regulation (EU) No 1315/2013 and to the overall network development regarding performance and interoperability.

Amendment

(8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority the cross-border links and the missing links and to ensure, where applicable, that the supported actions are consistent with the corridor work plans established pursuant to Article 47 of Regulation (EU) No 1315/2013 and to the overall network development regarding performance and interoperability, *without, however, neglecting the development and maintenance of European cycle paths.*

Or. es

Amendment 139

Andor Deli

Proposal for a regulation

Recital 8

Text proposed by the Commission

(8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority the cross-border links **and** the missing links and to ensure, where applicable, that the supported actions are consistent with the corridor work plans established pursuant to Article 47 of Regulation (EU) No 1315/2013 and to the overall network development regarding performance and interoperability.

Amendment

(8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority the **continuation of EU co-financing of ongoing TEN-T projects as well as** cross-border links, the missing links **and urban nodes** and to ensure, where applicable, that the supported actions are consistent with the corridor work plans established pursuant to Article 47 of Regulation (EU) No 1315/2013 and to the overall network development regarding performance and interoperability.

Or. en

Amendment 140
Răzvan Popa

Proposal for a regulation
Recital 8

Text proposed by the Commission

(8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority the cross-border links and the missing links and to ensure, where applicable, that the supported actions are consistent with the corridor work plans established pursuant to Article 47 of Regulation (EU) No 1315/2013 and to the overall network development regarding performance and interoperability.

Amendment

(8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority the cross-border links and **the provision of** the missing links **and other new connections where appropriate** and to ensure, where applicable, that the supported actions are consistent with the corridor work plans established pursuant to Article 47 of Regulation (EU) No 1315/2013 and to the overall network development regarding performance and interoperability.

Or. ro

Amendment 141
Elżbieta Katarzyna Łukacijewska

Proposal for a regulation
Recital 8

Text proposed by the Commission

(8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority the cross-border links **and** the missing links and to ensure, where applicable, that the supported actions are consistent with the corridor work plans established pursuant to Article 47 of Regulation (EU) No 1315/2013 and to the overall network development regarding performance and interoperability.

Amendment

(8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority the cross-border links, the missing links, **less developed parts of the network, bottlenecks, and urban nodes** and to ensure, where applicable, that the supported actions are consistent with the corridor work plans established pursuant to Article 47 of Regulation (EU) No 1315/2013 and to the overall network development regarding performance and interoperability.

Or. en

Justification

The bottlenecks, less developed parts of the network and urban nodes should also be treated with priority.

Amendment 142
Rosa D'Amato, Dario Tamburrano, Daniela Aiuto

Proposal for a regulation
Recital 8

Text proposed by the Commission

(8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority the cross-border links **and** the missing links and to ensure, where applicable, that the supported actions are consistent with the corridor work plans established pursuant to Article 47 of Regulation (EU) No 1315/2013 and to the overall network development regarding performance and interoperability.

Amendment

(8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority the cross-border links, the missing links **and the horizontal priorities defined in this Regulation**, and to ensure, where applicable, that the supported actions are consistent with the corridor work plans established pursuant to Article 47 of Regulation (EU) No 1315/2013 and to the overall network development regarding performance and interoperability.

Amendment 143

Edward Czesak, Zdzisław Krasnodębski, Ryszard Antoni Legutko, Tomasz Piotr Poręba, Kosma Złotowski, Evžen Tošenovský

Proposal for a regulation Recital 8

Text proposed by the Commission

(8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority the cross-border links **and** the missing links and to ensure, where applicable, that the supported actions are consistent with the corridor work plans established pursuant to Article 47 of Regulation (EU) No 1315/2013 and to the overall network development regarding performance and interoperability.

Amendment

(8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority the cross-border links, the missing links, **bottlenecks and urban nodes** and to ensure, where applicable, that the supported actions are consistent with the corridor work plans established pursuant to Article 47 of Regulation (EU) No 1315/2013 and to the overall network development regarding performance and interoperability.

Amendment 144 Claudia Schmidt

Proposal for a regulation Recital 8

Text proposed by the Commission

(8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority the cross-border links **and** the missing links and to ensure, where applicable, that the supported actions are consistent with the corridor work plans established pursuant to Article 47 of Regulation (EU) No 1315/2013 and to the overall network development regarding performance and interoperability.

Amendment

(8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority the cross-border links, the missing links **and urban nodes** and to ensure, where applicable, that the supported actions are consistent with the corridor work plans established pursuant to Article 47 of Regulation (EU) No 1315/2013 and to the overall network development regarding performance and interoperability.

Amendment 145
Renaud Muselier

Proposal for a regulation
Recital 8

Text proposed by the Commission

(8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority the cross-border links and the missing links and to ensure, where applicable, that the supported actions are consistent with the corridor work plans established pursuant to Article 47 of Regulation (EU) No 1315/2013 and to the overall network development regarding performance and interoperability.

Amendment

(8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority the cross-border links and the missing links and to ensure, where applicable, that the supported actions are consistent with the ***indicative*** corridor work plans established pursuant to Article 47 of Regulation (EU) No 1315/2013 and to the overall network development regarding performance and interoperability.

Or. fr

Amendment 146
Dominique Riquet, Matthijs van Miltenburg

Proposal for a regulation
Recital 8

Text proposed by the Commission

(8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority the cross-border links and the missing links and to ensure, where applicable, that the supported actions are consistent with the corridor work plans established pursuant to Article 47 of Regulation (EU) No 1315/2013 and to the overall network development regarding performance and interoperability.

Amendment

(8) In order to achieve the objectives laid down in the TEN-T guidelines, it is necessary to support with priority the cross-border links and the missing links ***of the TEN-T*** and to ensure, where applicable, that the supported actions are consistent with the corridor work plans established pursuant to Article 47 of Regulation (EU) No 1315/2013 and to the overall network development regarding performance and interoperability.

Or. fr

Amendment 147
Seán Kelly

Proposal for a regulation
Recital 8 a (new)

Text proposed by the Commission

Amendment

(8a) In some cases projects realised on the territory of one Member State have a substantial cross-border impact and create value which exceeds national borders, by enhancing cross-border connectivity on the seaside, or by enhancing the connectivity with the wider hinterland economy beyond national borders. Projects demonstrating such impact should therefore be considered to be cross-border.

Or. en

Amendment 148
Miltiadis Kyrkos

Proposal for a regulation
Recital 8 a (new)

Text proposed by the Commission

Amendment

(8a) In some cases projects realised on the territory of one Member State have a substantial cross-border impact and create value which exceeds the national borders, by enhancing the cross-border connectivity on the seaside, or by enhancing the connectivity with the wider hinterland economy beyond the national borders. Projects demonstrating such impact should be considered as cross-border.

Or. en

Justification

The “cross-border link in the transport sector” should also cover projects carried out in one Member State that demonstrates a high cross-border impact by enhancing cross-border land-based or maritime traffic flows between two Member States or between a Member State and a neighbouring country.

Amendment 149
Izaskun Bilbao Barandica

Proposal for a regulation
Recital 8 a (new)

Text proposed by the Commission

Amendment

(8a) In some cases projects realised on the territory of one Member State have a substantial cross-border impact and create value which exceeds the national borders, by enhancing the cross-border connectivity on the seaside, or by enhancing the connectivity with the wider hinterland economy beyond the national borders. Projects demonstrating such impact should be considered as cross-border

(The “cross-border link in the transport sector” should also cover projects carried out in one Member State that demonstrates a high cross-border impact by enhancing cross-border land-based or maritime traffic flows between two Member States or between a Member State and a neighbouring country.)

Or. en

Amendment 150
Renaud Muselier

Proposal for a regulation
Recital 8 a (new)

Text proposed by the Commission

Amendment

(8a) *In order to take account of the exceptional circumstances of the United Kingdom's withdrawal from the European Union, connectivity between Ireland and continental Europe should be provided for by modifying the route and composition of the TEN-T corridors with a view to incorporating the maritime links between Irish ports and the continental ports in the core network and comprehensive network.*

Or. fr

Amendment 151

Christine Revault d'Allonnes Bonnefoy

Proposal for a regulation

Recital 8 a (new)

Text proposed by the Commission

Amendment

(8a) *In order to anticipate the consequences of the United Kingdom's withdrawal from the European Union, connectivity between Ireland and continental Europe should be provided for by modifying the route and composition of the TEN-T corridors with a view to incorporating the maritime links between Irish ports and the continental ports in the core network and comprehensive network.*

Or. fr

Amendment 152

Izaskun Bilbao Barandica

Proposal for a regulation

Recital 9

Text proposed by the Commission

(9) In order to reflect growing transport flows and the evolution of the network, the alignment of the core network corridors **and** their pre-identified sections should be adapted. These adaptations should be proportionate in order to preserve the consistency and the efficiency of the corridor development and coordination. For that reason the length of the core network corridors should not increase by more than 15 %.

Amendment

(9) In order to reflect growing transport flows and the evolution of the network, the alignment of the core network corridors, their pre-identified sections **and their capacity** should be adapted. These adaptations **to the core network should not affect its completion by 2030 and** should be proportionate in order to preserve the consistency and the efficiency of the corridor development and coordination. For that reason the length of the core network corridors should not increase by more than 15 %. **In any case, the increase in the network should be limited to very specific cases before moving on to the completion of pending projects within the core network of the priority corridors.**

Or. es

Amendment 153
Wim van de Camp

Proposal for a regulation
Recital 9

Text proposed by the Commission

(9) In order to reflect growing transport flows and the evolution of the network, the alignment of the core network corridors and their pre-identified sections should be adapted. These adaptations should be proportionate in order to preserve the consistency and the efficiency of the corridor development and coordination. For that reason the length of the core network corridors should not increase by more than 15%.

Amendment

(9) In order to reflect growing transport flows and the evolution of the network, the alignment of the core network corridors and their pre-identified sections **and their capacity** should be adapted. These adaptations **to the core network should not affect its completion by 2030 and** should be proportionate in order to preserve the consistency and the efficiency of the corridor development and coordination. For that reason the length of the core network corridors should, **if they are to be increased at all**, not increase by more than 15%. **Evolutions on the comprehensive network must be monitored and assessed in order to guarantee the relevance of the**

sections.

Or. en

Amendment 154
Rolandas Paksas

Proposal for a regulation
Recital 9

Text proposed by the Commission

(9) In order to reflect growing transport flows and the evolution of the network, the alignment of the core network corridors **and** their pre-identified sections should be adapted. These adaptations should be proportionate in order to preserve the consistency and the efficiency of the corridor development and coordination. For that reason the length of the core network corridors should not increase by more than 15%.

Amendment

(9) In order to reflect growing transport flows and the evolution of the network, the alignment of the core network corridors, their pre-identified sections **and their capacity** should be adapted. These adaptations **to the core network should not affect its completion by 2030 and** should be proportionate in order to preserve the consistency and the efficiency of the corridor development and coordination. For that reason the length of the core network corridors should, **if they are to be increased at all**, not increase by more than 15%. **Evolutions on the comprehensive network must be monitored and assessed in order to guarantee the relevance of the sections.**

Or. en

Justification

The extension of the corridors is a key for a better-connected EU. Limiting the extension to 15% is enough and does not demand any further specification.

Amendment 155
Merja Kyllönen

Proposal for a regulation
Recital 9

Text proposed by the Commission

(9) In order to reflect growing transport flows and the evolution of the network, the alignment of the core network corridors and their pre-identified sections should be adapted. These adaptations should be proportionate in order to preserve the consistency and the efficiency of the corridor development and coordination. For that reason the length of the core network corridors should not increase by more than 15%.

Amendment

(9) In order to reflect growing transport flows and the evolution of the network, the alignment of the core network corridors and their pre-identified sections ***and their capacity*** should be adapted. These adaptations ***to the core network should not affect its completion by 2030 and*** should be proportionate in order to preserve the consistency and the efficiency of the corridor development and coordination. For that reason the length of the core network corridors should not increase by more than 15%. ***Evolutions on the comprehensive network must be monitored and assessed in order to guarantee the relevance of the sections.***

Or. en

Amendment 156

Deirdre Clune

Proposal for a regulation

Recital 9

Text proposed by the Commission

(9) In order to reflect growing transport flows and the evolution of the network, the alignment of the core network corridors and their pre-identified sections should be adapted. These adaptations should be proportionate in order to preserve the consistency and the efficiency of the corridor development and coordination. For that reason the length of the core network corridors should not increase by more than 15%.

Amendment

(9) In order to reflect growing transport flows and the evolution of the network, the alignment of the core network corridors and their pre-identified sections ***and their capacity*** should be adapted. These adaptations ***to the core network should not affect its completion by 2030 and*** should be proportionate in order to preserve the consistency and the efficiency of the corridor development and coordination. For that reason the length of the core network corridors should not increase by more than 15%. ***Developments on the comprehensive network must be monitored and assessed in order to guarantee the relevance of the sections.***

Amendment 157**Marita Ulvskog, Olle Ludvigsson****Proposal for a regulation****Recital 9***Text proposed by the Commission*

(9) In order to reflect growing transport flows and ***the evolution of the network***, the alignment of the core network corridors and their pre-identified sections should be adapted. These adaptations should be proportionate in order to preserve the consistency and the efficiency of the corridor development and coordination. For that reason the length of the core network corridors should not increase by more than 15%.

Amendment

(9) In order to reflect growing transport flows and ***to ensure better connectivity of core ports and cross-border projects***, the alignment of the core network corridors and their pre-identified sections should be adapted. ***These adaptations would secure a timely implementation of the TEN-T core network and assure that the nine core network corridors cover the whole of the European Union. In addition,*** these adaptations should be proportionate in order to preserve the consistency and the efficiency of the corridor development and coordination. For that reason the length of the core network corridors should not increase by more than 15%.

Amendment 158**Henna Virkkunen, Merja Kyllönen, Petri Sarvamaa****Proposal for a regulation****Recital 9***Text proposed by the Commission*

(9) In order to reflect growing transport flows and ***the evolution of the network***, the alignment of the core network corridors and their pre-identified sections should be adapted. These adaptations should be proportionate in order to preserve the consistency and the efficiency of the corridor development and coordination.

Amendment

(9) In order to reflect growing transport flows and ***to ensure better connectivity of core ports and cross-border projects***, the alignment of the core network corridors and their pre-identified sections should be adapted. ***The adaptations would secure a timely implementation of the TEN-T Core Network and assure that the 9 core***

For that reason the length of the core network corridors should not increase by more than 15%.

network corridors cover the whole of the European Union. In addition, these adaptations should be proportionate in order to preserve the consistency and the efficiency of the corridor development and coordination. For that reason the length of the core network corridors should not increase by more than 15%.

Or. en

Amendment 159

Inés Ayala Sender, Luis de Grandes Pascual

Proposal for a regulation

Recital 9

Text proposed by the Commission

(9) In order to reflect growing transport flows and the evolution of the network, the alignment of the core network corridors and their pre-identified sections should be adapted. These adaptations should be proportionate in order to preserve the consistency and the efficiency of the corridor development and coordination. ***For that reason the length of the core network corridors should not increase by more than 15 %.***

Amendment

(9) In order to reflect growing transport flows and the evolution of the network, the alignment of the core network corridors and their pre-identified sections should be adapted. These adaptations should be proportionate in order to preserve the consistency and the efficiency of the corridor development and coordination.

Or. es

Amendment 160

Dominique Riquet

Proposal for a regulation

Recital 9

Text proposed by the Commission

(9) In order to reflect growing transport flows and the evolution of the network, the alignment of the core network corridors and their pre-identified sections should be

Amendment

(9) In order to reflect growing transport flows and the evolution of the network, the alignment of the core network corridors and their pre-identified sections should be

adapted. These adaptations should be proportionate in order to preserve the consistency and the efficiency of the corridor development and coordination. For that reason the length of the core network corridors should not increase by more than **15%**.

adapted. These adaptations should be proportionate in order to preserve the consistency and the efficiency of the corridor development and coordination. For that reason the length of the core network corridors should not increase by more than **10%**.

Or. fr

Amendment 161
Claudia Schmidt

Proposal for a regulation
Recital 9

Text proposed by the Commission

(9) In order to reflect growing transport flows and the evolution of the network, the alignment of the core network corridors and their pre-identified sections should be adapted. These adaptations should be proportionate in order to preserve the consistency and the efficiency of the corridor development and coordination. For that reason the length of the core network corridors should not increase by more than 15 %.

Amendment

(9) In order to reflect growing transport flows and the evolution of the network, the alignment of the core network corridors, ***the urban nodes*** and their pre-identified sections should be adapted. These adaptations should be proportionate in order to preserve the consistency and the efficiency of the corridor development and coordination. For that reason the length of the core network corridors should not increase by more than 15%.

Or. de

Amendment 162
Merja Kyllönen

Proposal for a regulation
Recital 9 a (new)

Text proposed by the Commission

Amendment

(9a) The Programme should contribute to promote the territorial accessibility and connectivity of all regions of the Union, including remote, outermost, insular, peripheral and mountainous regions, as

well as sparsely populated areas.

Or. en

Justification

This is to comply with article 4 of the TEN-T regulation which stipulates that it should promote the "accessibility and connectivity of all regions in the Union, including remote, outermost, insular, peripheral and mountainous regions, as well as sparsely populated areas".

Amendment 163

Rolandas Paksas

Proposal for a regulation

Recital 10

Text proposed by the Commission

(10) It is necessary to promote investments in favour of smart, sustainable, inclusive, safe and secure mobility throughout the Union. ***In 2017, the Commission presented²⁰ "Europe on the move", a wide-ranging set of initiatives to make traffic safer, encourage smart road charging, reduce CO2 emissions, air pollution and congestion, promote connected and autonomous mobility and ensure proper conditions and rest times for workers.*** These initiatives should be accompanied by Union financial support, where relevant through this Programme.

²⁰ Commission Communication "Europe on the move: An agenda for a socially fair transition towards clean, competitive and connected mobility for all" – COM(2017) 283

Amendment

(10) It is necessary to promote investments in favour of smart, sustainable, inclusive, safe and secure mobility throughout the Union ***for all modes of transport. Actions supporting these initiatives, especially for telematics applications and automated mobility,*** should be accompanied by Union financial support, where relevant through this Programme.

²⁰ Commission Communication "Europe on the move: An agenda for a socially fair transition towards clean, competitive and connected mobility for all" – COM(2017) 283

Or. en

Amendment 164
Michael Cramer, Karima Delli

Proposal for a regulation
Recital 10

Text proposed by the Commission

(10) It is necessary to promote investments in favour of smart, sustainable, inclusive, safe and secure mobility throughout the Union. In 2017, the Commission presented²⁰ "Europe on the move", a wide-ranging set of initiatives to make traffic safer, encourage smart road charging, reduce CO2 emissions, air pollution and congestion, promote connected and autonomous mobility and ensure proper conditions and rest times for workers. These initiatives should be accompanied by Union financial support, where relevant through this Programme.

²⁰ Commission Communication "Europe on the move: An agenda for a socially fair transition towards clean, competitive and connected mobility for all" – COM(2017) 283

Amendment

(10) It is necessary to promote investments in favour of smart, sustainable, inclusive, safe and secure mobility throughout the Union ***and mainly in urban areas and interconnections between them, where most of the transport and mobility problems are caused and can be solved.*** In 2017, the Commission presented²⁰ "Europe on the move", a wide-ranging set of initiatives to make traffic safer, encourage smart road charging, reduce CO2 emissions, air pollution and congestion, promote connected and autonomous mobility and ensure proper conditions and rest times for workers. These initiatives should be accompanied by Union financial support, where relevant through this Programme.

²⁰ Commission Communication "Europe on the move: An agenda for a socially fair transition towards clean, competitive and connected mobility for all" – COM(2017) 283

Or. en

Amendment 165
Inés Ayala Sender, Luis de Grandes Pascual

Proposal for a regulation
Recital 10

Text proposed by the Commission

(10) It is necessary to promote investments in favour of smart, sustainable, inclusive, safe and secure mobility

Amendment

(10) It is necessary to promote investments in favour of smart, ***interoperable***, sustainable, ***multimodal***

throughout the Union. In 2017, the Commission presented²⁰ "Europe on the move", a wide-ranging set of initiatives to make traffic safer, encourage smart road charging, reduce CO2 emissions, air pollution and congestion, promote connected and autonomous mobility and ensure proper conditions and rest times for workers. These initiatives should be accompanied by Union financial support, where relevant through this Programme.

²⁰ Commission Communication "Europe on the move: An agenda for a socially fair transition towards clean, competitive and connected mobility for all" – COM(2017) 283.

inclusive, safe and secure mobility throughout the Union. In 2017, the Commission presented²⁰ "Europe on the move", a wide-ranging set of initiatives to make traffic safer, encourage smart road charging, reduce CO2 emissions, air pollution and congestion, promote connected and autonomous mobility and ensure proper conditions and rest times for workers. These initiatives should be accompanied by Union financial support, where relevant through this Programme, ***for example to accelerate the implementation and retrofitting of the smart tachograph.***

²⁰ Commission Communication "Europe on the move: An agenda for a socially fair transition towards clean, competitive and connected mobility for all" – COM(2017) 283.

Or. es

Amendment 166

Rosa D'Amato, Dario Tamburrano, Daniela Aiuto

Proposal for a regulation

Recital 10

Text proposed by the Commission

(10) It is necessary to promote investments in favour of smart, sustainable, inclusive, safe **and** secure mobility throughout the Union. In 2017, the Commission presented²⁰ "Europe on the move", a wide-ranging set of initiatives to make traffic safer, encourage smart road charging, reduce CO2 emissions, air pollution and congestion, promote connected and autonomous mobility and ensure proper conditions and rest times for workers. These initiatives should be accompanied by Union financial support, where relevant through this Programme.

Amendment

(10) It is necessary to promote investments in favour of smart, sustainable, inclusive, safe, secure **and multimodal** mobility throughout the Union. In 2017, the Commission presented²⁰ "Europe on the move", a wide-ranging set of initiatives to make traffic safer, encourage smart road charging, reduce CO2 emissions, air pollution and congestion, promote connected and autonomous mobility and ensure proper conditions and rest times for workers. ***Actions supporting*** these initiatives, ***including for telematics applications***, should be accompanied by

Union financial support, where relevant through this Programme.

²⁰ Commission Communication "Europe on the move: An agenda for a socially fair transition towards clean, competitive and connected mobility for all" – COM(2017) 283

²⁰ Commission Communication "Europe on the move: An agenda for a socially fair transition towards clean, competitive and connected mobility for all" – COM(2017) 283

Or. en

Amendment 167 **Claudia Schmidt**

Proposal for a regulation **Recital 10**

Text proposed by the Commission

(10) It is necessary to promote investments in favour of smart, sustainable, inclusive, safe and secure mobility throughout the Union. In 2017, the Commission presented "Europe on the move"²⁰, a wide-ranging set of initiatives to make traffic safer, encourage smart road charging, reduce CO₂ emissions, air pollution and congestion, promote connected and autonomous mobility and ensure proper conditions and rest times for workers. ***These initiatives should be accompanied by Union financial support, where relevant*** through this Programme.

²⁰ An agenda for a socially fair transition towards clean, competitive and connected mobility for all" – COM(2017) 283

Amendment

(10) It is necessary to promote investments in favour of smart, sustainable, inclusive, safe and secure mobility throughout the Union. In 2017, the Commission presented "Europe on the move"²⁰, a wide-ranging set of initiatives to make traffic safer, encourage smart road charging, reduce CO₂ emissions, air pollution and congestion, promote connected and autonomous mobility and ensure proper conditions and rest times for workers. ***The development of the necessary digital infrastructure should also receive*** financial support through this Programme.

²⁰ An agenda for a socially fair transition towards clean, competitive and connected mobility for all" – COM(2017) 283

Or. de

Amendment 168 **Tania González Peñas, Xabier Benito Ziluaga**

Proposal for a regulation
Recital 10

Text proposed by the Commission

(10) It is necessary to promote investments in favour of smart, sustainable, inclusive, safe and secure mobility throughout the Union. In 2017, the Commission presented²⁰ "Europe on the move", a wide-ranging set of initiatives to make traffic safer, encourage smart road charging, reduce CO2 emissions, air pollution and congestion, promote connected and autonomous mobility and ensure proper conditions and rest times for workers. These initiatives should be accompanied by Union financial support, where relevant through this Programme.

²⁰ Commission Communication "Europe on the move: An agenda for a socially fair transition towards clean, competitive and connected mobility for all" – COM(2017) 283.

Amendment

(10) It is necessary to promote investments in favour of smart, sustainable, inclusive, **PRM-accessible**, safe and secure mobility throughout the Union. In 2017, the Commission presented²⁰ "Europe on the move", a wide-ranging set of initiatives to make traffic safer, encourage smart road charging, reduce CO2 emissions, air pollution and congestion, promote connected and autonomous mobility and ensure proper conditions and rest times for workers. These initiatives should be accompanied by Union financial support, where relevant through this Programme.

²⁰ Commission Communication "Europe on the move: An agenda for a socially fair transition towards clean, competitive and connected mobility for all" – COM(2017) 283.

Or. es

Amendment 169
Răzvan Popa

Proposal for a regulation
Recital 10

Text proposed by the Commission

(10) It is necessary to promote investments in favour of smart, sustainable, inclusive, safe and secure mobility throughout the Union. In 2017, the Commission presented "Europe on the move"²⁰, a wide-ranging set of initiatives to make traffic safer, encourage smart road charging, reduce CO2 emissions, air pollution and congestion, promote

Amendment

(10) It is necessary to promote **public, private and partnership** investments in favour of smart, sustainable, inclusive, safe and secure mobility throughout the Union. In 2017, the Commission presented "Europe on the move"²⁰, a wide-ranging set of initiatives to make traffic safer, encourage smart road charging, reduce CO2 emissions, air pollution and

connected and autonomous mobility and ensure proper conditions and rest times for workers. These initiatives should be accompanied by Union financial support, where relevant through this Programme.

²⁰ Commission Communication "Europe on the move: An agenda for a socially fair transition towards clean, competitive and connected mobility for all" – COM(2017) 283

congestion, promote connected and autonomous mobility and ensure proper conditions and rest times for workers. These initiatives should be accompanied by Union financial support, where relevant through this Programme.

²⁰ Commission Communication "Europe on the move: An agenda for a socially fair transition towards clean, competitive and connected mobility for all" – COM(2017) 283

Or. ro

Amendment 170

Andor Deli

Proposal for a regulation

Recital 10

Text proposed by the Commission

(10) It is necessary to promote investments in favour of smart, sustainable, inclusive, safe and secure mobility throughout the Union. In 2017, the Commission presented²⁰ "Europe on the move", a wide-ranging set of initiatives to make traffic safer, encourage smart road charging, reduce CO2 emissions, air pollution and congestion, promote connected and autonomous mobility and ensure proper conditions and rest times for workers. These initiatives should be accompanied by Union financial support, where relevant through this Programme.

²⁰ Commission Communication "Europe on the move: An agenda for a socially fair transition towards clean, competitive and connected mobility for all" – COM(2017) 283

Amendment

(10) It is necessary to promote investments in favour of smart, sustainable, inclusive, safe and secure mobility throughout the Union **for all transport modes**. In 2017, the Commission presented²⁰ "Europe on the move", a wide-ranging set of initiatives to make traffic safer, encourage smart road charging, reduce CO2 emissions, air pollution and congestion, promote connected and autonomous mobility and ensure proper conditions and rest times for workers. These initiatives should be accompanied by Union financial support, where relevant through this Programme.

²⁰ Commission Communication "Europe on the move: An agenda for a socially fair transition towards clean, competitive and connected mobility for all" – COM(2017) 283

Or. en

Amendment 171
Massimiliano Salini, Wim van de Camp

Proposal for a regulation
Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) 1. Whereas efficient and good transport infrastructure and services are vital for growth and competitiveness in Europe and ERTMS large-scale transport horizontal projects will further integrate Railway transport infrastructures.

2. In order to accelerate the installation of ERTMS and incentivize the participation of private investors to the financing of ERTMS, the Commission should launch a pan-European initiative, such as a Joint-Undertaking aimed at scaling up the ERTMS deployment pace over the TEN-T core network corridors.

3. It has been estimated that the completion of the ERTMS deployment over the TEN-T core network corridors requires at least 15 Billion €. In order to attain such objective as a matter of priority, as stated in the Regulation 1315/2013 on the Guidelines for the development of the Trans-European network corridors* and on the 2011 White Paper for Transport**, a large scale project on ERTMS should be supported at European level.

4. The launch of a large scale project on ERTMS would give a profitable financial return to private investors thanks to an innovative mix of grants, loans, public and private funds that could leverage innovative financing schemes and finalize long-standing investments

Or. en

Justification

* Regulation (eu) no 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU** COM(2011) 144 White Paper on a Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system

Amendment 172

Christine Revault d'Allonnes Bonnefoy

Proposal for a regulation

Recital 10 a (new)

Text proposed by the Commission

Amendment

(10a) The programme should promote investments for sustainable, smart and inclusive mobility, mainly in urban areas where most of the flows are concentrated.

Or. en

Amendment 173

Dominique Riquet, Pavel Telička, Gesine Meissner

Proposal for a regulation

Recital 11

Text proposed by the Commission

Amendment

(11) The TEN-T guidelines require, with regard to new technologies and innovation, that the TEN-T enables the decarbonisation of all transport modes by stimulating energy efficiency ***as well as*** the use of alternative fuels. Directive 2014/94/EU of the European Parliament and of the Council²¹ establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to ***minimise*** dependence on ***oil*** and to mitigate the environmental impact of transport and requires Member States to ensure that recharging or

(11) The TEN-T guidelines require, with regard to new technologies and innovation, that the TEN-T enables the decarbonisation of all transport modes by stimulating energy efficiency ***and*** the use of alternative fuels ***while respecting the principle of technological neutrality***. Directive 2014/94/EU of the European Parliament and of the Council²¹ establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to ***reduce as far as possible the*** dependence on ***fossil fuels*** and to mitigate the environmental impact of

refuelling points accessible to the public are made available by 31 December 2025. As outlined in the Commission proposals²² of November 2017, a comprehensive set of measures to promote low-emission mobility is necessary including financial support where the market conditions do not provide a sufficient incentive.

²¹ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1).

²² Commission Communication "Delivering on low-emission mobility A European Union that protects the planet, empowers its consumers and defends its industry and workers" – COM(2017) 675

transport and requires Member States to ensure that recharging or refuelling points accessible to the public are made available by 31 December 2025. As outlined in the Commission proposals²² of November 2017, a comprehensive set of measures to promote low-emission mobility is necessary including financial support where the market conditions do not provide a sufficient incentive.

²¹ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1).

²² Commission Communication "Delivering on low-emission mobility A European Union that protects the planet, empowers its consumers and defends its industry and workers" – COM(2017) 675

Or. fr

Amendment 174

Dario Tamburrano, Rosa D'Amato

Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) The TEN-T guidelines require, with regard to new technologies and innovation, that the TEN-T enables the decarbonisation of all transport modes by stimulating energy efficiency as well as the use of alternative fuels. Directive 2014/94/EU of the European Parliament and of the Council²¹ establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to minimise dependence on oil and to mitigate the environmental impact of transport and requires Member States to ensure that recharging or

Amendment

(11) The TEN-T guidelines require, with regard to new technologies and innovation, that the TEN-T enables the decarbonisation of all transport modes by stimulating energy efficiency as well as the use of alternative fuels ***where they contribute to emissions reductions in view of the transition to a net zero GHG economy by 2050***. Directive 2014/94/EU of the European Parliament and of the Council²¹ establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to minimise dependence on oil and to

refuelling points accessible to the public are made available by 31 December 2025. As outlined in the Commission proposals²² of November 2017, a comprehensive set of measures to promote low-emission mobility is necessary including financial support where the market conditions do not provide a sufficient incentive.

mitigate the environmental impact of transport and requires Member States to ensure that recharging or refuelling points accessible to the public are made available by 31 December 2025. As outlined in the Commission proposals²² of November 2017, a comprehensive set of measures to promote low-emission mobility is necessary including financial support where the market conditions do not provide a sufficient incentive.

²¹ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1).

²² Commission Communication "Delivering on low-emission mobility A European Union that protects the planet, empowers its consumers and defends its industry and workers" – COM(2017) 675

²¹ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1).

²² Commission Communication "Delivering on low-emission mobility A European Union that protects the planet, empowers its consumers and defends its industry and workers" – COM(2017) 675

Or. en

Amendment 175

Ismail Ertug, Nicola Caputo, Martina Werner, Karoline Graswander-Hainz, Theresa Griffin, Carlos Zorrinho, Răzvan Popa

Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) The TEN-T guidelines require, with regard to new technologies and innovation, that the TEN-T enables the decarbonisation of all transport modes by stimulating energy efficiency as well as the use of alternative fuels. Directive 2014/94/EU of the European Parliament and of the Council²¹ establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to minimise dependence on oil and to mitigate the environmental

Amendment

(11) The TEN-T guidelines require, with regard to new technologies and innovation, that the TEN-T enables the decarbonisation of all transport modes by stimulating energy efficiency as well as the use of alternative fuels. Directive 2014/94/EU of the European Parliament and of the Council²¹ establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to minimise dependence on oil and to mitigate the environmental

impact of transport and requires Member States to ensure that recharging or refuelling points accessible to the public are made available by 31 December 2025. As outlined in the Commission proposals²² of November 2017, a comprehensive set of measures to promote low-emission mobility is necessary including financial support where the market conditions do not provide a sufficient incentive.

²¹ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1).

²² Commission Communication "Delivering on low-emission mobility A European Union that protects the planet, empowers its consumers and defends its industry and workers" – COM(2017) 675

impact of transport and requires Member States to ensure that recharging or refuelling points accessible to the public are made available by 31 December 2025. As outlined in the Commission proposals²² of November 2017, a comprehensive set of measures to promote low-emission mobility is necessary including financial support where the market conditions do not provide a sufficient incentive.

Furthermore, the current system of National Framework Plans (NFPs) could be improved by more efficient instruments including concrete, binding and enforceable targets.

²¹ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1).

²² Commission Communication "Delivering on low-emission mobility A European Union that protects the planet, empowers its consumers and defends its industry and workers" – COM(2017) 675

Or. en

Amendment 176

Kathleen Van Brempt, Carlos Zorrinho, Theresa Griffin, José Blanco López

Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) The TEN-T guidelines require, with regard to new technologies and innovation, that the TEN-T enables the decarbonisation of all transport modes by stimulating energy efficiency as well as the use of ***alternative*** fuels. Directive 2014/94/EU of the European Parliament and of the Council²¹ establishes a common framework of measures for the deployment

Amendment

(11) The TEN-T guidelines require, with regard to new technologies and innovation, that the TEN-T enables the decarbonisation of all transport modes by stimulating energy efficiency as well as the use of ***renewable*** fuels ***which lead to significant greenhouse gas reductions***. Directive 2014/94/EU of the European Parliament and of the Council²¹ establishes a common

of alternative fuels infrastructure in the Union in order to minimise dependence on oil and to mitigate the environmental impact of transport and requires Member States to ensure that recharging or refuelling points accessible to the public are made available by 31 December 2025. As outlined in the Commission proposals²² of November 2017, a comprehensive set of measures to promote low-emission mobility is necessary including financial support where the market conditions do not provide a sufficient incentive.

²¹ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1).

²² Commission Communication "Delivering on low-emission mobility A European Union that protects the planet, empowers its consumers and defends its industry and workers" – COM(2017) 675

framework of measures for the deployment of alternative fuels infrastructure in the Union in order to minimise dependence on oil and to mitigate the environmental *and climate* impact of transport and requires Member States to ensure that recharging or refuelling points accessible to the public are made available by 31 December 2025. As outlined in the Commission proposals²² of November 2017, a comprehensive set of measures to promote low-emission mobility is necessary including financial support where the market conditions do not provide a sufficient incentive.

²¹ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1).

²² Commission Communication "Delivering on low-emission mobility A European Union that protects the planet, empowers its consumers and defends its industry and workers" – COM(2017) 675

Or. en

Amendment 177

Tania González Peñas, Xabier Benito Ziluaga

Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) The TEN-T guidelines require, with regard to new technologies and innovation, that the TEN-T enables the decarbonisation of all transport modes by stimulating energy efficiency as well as the use of alternative fuels. Directive 2014/94/EU of the European Parliament and of the Council²¹ establishes a common framework of measures for the deployment of alternative fuels infrastructure in the

Amendment

(11) The TEN-T guidelines require, with regard to new technologies and innovation, that the TEN-T enables the decarbonisation of all transport modes by stimulating energy efficiency as well as the use of alternative fuels. Directive 2014/94/EU of the European Parliament and of the Council²¹ establishes a common framework of measures for the deployment of alternative fuels infrastructure in the

Union in order to minimise dependence on oil and to mitigate the environmental impact of transport and requires Member States to ensure that recharging or refuelling points accessible to the public are made available by 31 December 2025. As outlined in the Commission proposals²² of November 2017, a comprehensive set of measures to promote **low-emission** mobility is necessary including financial support where the market conditions do not provide a sufficient incentive.

²¹ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1).

²² Commission Communication "Delivering on low-emission mobility A European Union that protects the planet, empowers its consumers and defends its industry and workers" – COM(2017) 675.

Union in order to minimise dependence on oil and to mitigate the environmental impact of transport and requires Member States to ensure that recharging or refuelling points accessible to the public are made available by 31 December 2025. As outlined in the Commission proposals²² of November 2017, a comprehensive set of measures to promote **zero-emission** mobility is necessary including financial support where the market conditions do not provide a sufficient incentive.

²¹ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1).

²² Commission Communication "Delivering on low-emission mobility A European Union that protects the planet, empowers its consumers and defends its industry and workers" – COM(2017) 675.

Or. es

Amendment 178

Rolandas Paksas

Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) The TEN-T guidelines require, with regard to new technologies and innovation, that the TEN-T enables the decarbonisation of all transport modes by stimulating energy efficiency as well as the use of alternative fuels. Directive 2014/94/EU of the European Parliament and of the Council²¹ establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to minimise dependence on

Amendment

(11) The TEN-T guidelines require, with regard to new technologies and innovation, that the TEN-T enables the decarbonisation of all transport modes by stimulating energy efficiency as well as the use of alternative fuels. Directive 2014/94/EU of the European Parliament and of the Council²¹ establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union **for all modes of transport** in order

oil and to mitigate the environmental impact of transport and requires Member States to ensure that recharging or refuelling points accessible to the public are made available by 31 December 2025.

As outlined in the Commission proposals²² of November 2017, a comprehensive set of measures to promote low-emission mobility is necessary including financial support where the market conditions do not provide a sufficient incentive.

²¹ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1).

²² Commission Communication "Delivering on low-emission mobility A European Union that protects the planet, empowers its consumers and defends its industry and workers" – COM(2017) 675

to minimise dependence on oil and to mitigate the environmental impact of transport and requires Member States to ensure that recharging or refuelling points accessible to the public are made available by 31 December 2025. ***regard to new technologies and innovation, the TEN-T guidelines further require to advance the development and deployment of telematic applications.***

²¹ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1).

²² Commission Communication "Delivering on low-emission mobility A European Union that protects the planet, empowers its consumers and defends its industry and workers" – COM(2017) 675

Or. en

Justification

It should be clarified that actions contributing to the climate objectives through measures supporting the development and deployment of alternative fuels and their infrastructure should be available to all modes of transport, and are not exclusively linked to the road sector.

Amendment 179

Andor Deli

Proposal for a regulation

Recital 11

Text proposed by the Commission

(11) The TEN-T guidelines require, with regard to new technologies and innovation, that the TEN-T enables the decarbonisation of all transport modes by stimulating

Amendment

(11) The TEN-T guidelines require, with regard to new technologies and innovation, that the TEN-T enables the decarbonisation of all transport modes by stimulating

energy efficiency as well as the use of alternative fuels. Directive 2014/94/EU of the European Parliament and of the Council²¹ establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union in order to minimise dependence on oil and to mitigate the environmental impact of transport and requires Member States to ensure that recharging or refuelling points accessible to the public are made available by 31 December 2025. As outlined in the Commission proposals²² of November 2017, a comprehensive set of measures to promote low-emission mobility is necessary including financial support where the market conditions do not provide a sufficient incentive.

²¹ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1).

²² Commission Communication "Delivering on low-emission mobility A European Union that protects the planet, empowers its consumers and defends its industry and workers" – COM(2017) 675

energy efficiency as well as the use of alternative fuels. Directive 2014/94/EU of the European Parliament and of the Council²¹ establishes a common framework of measures for the deployment of alternative fuels infrastructure in the Union *for all transport modes* in order to minimise dependence on oil and to mitigate the environmental impact of transport and requires Member States to ensure that recharging or refuelling points accessible to the public are made available by 31 December 2025. As outlined in the Commission proposals²² of November 2017, a comprehensive set of measures to promote low-emission mobility is necessary including financial support where the market conditions do not provide a sufficient incentive.

²¹ Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1).

²² Commission Communication "Delivering on low-emission mobility A European Union that protects the planet, empowers its consumers and defends its industry and workers" – COM(2017) 675

Or. en

Amendment 180

Inés Ayala Sender, Luis de Grandes Pascual

Proposal for a regulation

Recital 12

Text proposed by the Commission

(12) In the context of its Communication "Sustainable Mobility for Europe: safe, connected, and clean"²³, the Commission highlighted that automated vehicles and advanced connectivity systems will make

Amendment

(12) In the context of its Communication "Sustainable Mobility for Europe: safe, connected, and clean"²³, the Commission highlighted that automated vehicles and advanced connectivity systems will make

vehicles safer, easier to share and more accessible for all citizens, including those who may be cut-off from mobility services today, such as the elderly and *disabled*. In this context, the Commission also proposed an "EU Strategic Action Plan on Road safety" and a revision of Directive 2008/096 on Road Safety infrastructure management.

vehicles safer, easier to share and more accessible for all citizens, including those who may be cut-off from mobility services today, such as the elderly and *people with reduced mobility*. In this context, the Commission also proposed an "EU Strategic Action Plan on Road safety" and a revision of Directive 2008/096 on Road Safety infrastructure management. *In the same vein, other regulations, such as Directive 2004/54 on minimum safety requirements for tunnels in the trans-European road network, must be adapted to the new safety and digitisation standards of the transport sector. Improving safety must also be a priority in the rail sector. Of particular importance is investment in safety at crossings (i.e. signalling, infrastructure improvement). In 2012, there were 573 significant accidents on the 114 000 level crossings in the EU, resulting in 369 fatalities and 339 people seriously injured (ERA 2014 report). Consequently, level crossings which pose a high safety risk should be identified EU-wide with a view to investing in improving the infrastructure, which should eventually be replaced by bridges and underpasses.*

²³ COM(2018) 293.

²³ COM(2018) 293.

Or. es

Amendment 181 **Izaskun Bilbao Barandica**

Proposal for a regulation **Recital 12**

Text proposed by the Commission

(12) In the context of its Communication "Sustainable Mobility for Europe: safe, connected, and clean"²³, the Commission highlighted that automated vehicles and

Amendment

(12) In the context of its Communication "Sustainable Mobility for Europe: safe, connected, and clean"²³, the Commission highlighted that automated vehicles and

advanced connectivity systems will make vehicles safer, easier to share and more accessible for all citizens, including those who may be cut-off from mobility services today, such as the elderly and *disabled*. In this context, the Commission also proposed an "EU Strategic Action Plan on Road safety" and a revision of Directive 2008/096 on Road Safety infrastructure management.

advanced connectivity systems will make vehicles safer, easier to share and more accessible for all citizens, including those who may be cut-off from mobility services today, such as the elderly and *people with reduced mobility*. In this context, the Commission also proposed an "EU Strategic Action Plan on Road safety" and a revision of Directive 2008/096 on Road Safety infrastructure management. *In response to various reports drawn up by the Commission, including the ERA 2014 report on the risks posed by both level crossings and railway crossings, and with a view to avoiding the large number of accidents, fatalities and serious injuries, investments should be made to upgrade this infrastructure, which will have to be replaced by underpasses or other infrastructure meeting the new safety standards.*

²³ COM(2018) 293.

²³ COM(2018) 293.

Or. es

Amendment 182

Inés Ayala Sender, Luis de Grandes Pascual

Proposal for a regulation

Recital 12

Text proposed by the Commission

(12) In the context of its Communication "Sustainable Mobility for Europe: safe, connected, and clean"²³, the Commission highlighted that automated vehicles and advanced connectivity systems will make vehicles safer, easier to share and more accessible for all citizens, including those who may be cut-off from mobility services today, such as the elderly and disabled. In this context, the Commission also proposed an "EU Strategic Action Plan on Road safety" and a revision of Directive

Amendment

(12) In the context of its Communication "Sustainable Mobility for Europe: safe, connected, and clean"²³, the Commission highlighted that automated vehicles and advanced connectivity systems will make vehicles safer, easier to share and more accessible for all citizens, including those who may be cut-off from mobility services today, such as the elderly and people with reduced mobility. In this context, the Commission also proposed an "EU Strategic Action Plan on Road safety" and

2008/096 on Road Safety infrastructure management.

a revision of Directive 2008/096 on Road Safety infrastructure management.

²³ COM(2018) 293.

²³ COM(2018) 293.

Or. es

Amendment 183
Tania González Peñas, Xabier Benito Ziluaga

Proposal for a regulation
Recital 12

Text proposed by the Commission

(12) In the context of its Communication "Sustainable Mobility for Europe: safe, connected, and clean"²³, the Commission highlighted that automated vehicles and advanced connectivity systems will make vehicles safer, easier to share and more accessible for all citizens, including those who may be cut-off from mobility services today, such as the elderly and disabled. In this context, the Commission also proposed an "EU Strategic Action Plan on Road safety" and a revision of Directive 2008/096 on Road Safety infrastructure management.

²³ COM(2018) 293.

Amendment

(12) In the context of its Communication "Sustainable Mobility for Europe: safe, connected, and clean"²³, the Commission highlighted that automated vehicles and advanced connectivity systems will make vehicles safer, easier to share and more accessible for all citizens, including those who may be cut-off from mobility services today, such as the elderly and disabled. In this context, the Commission also proposed an "EU Strategic Action Plan on Road safety" and a revision of Directive 2008/096 on Road Safety infrastructure management.

²³ COM(2018) 293.

Or. es

Amendment 184
Olga Sehnalová

Proposal for a regulation
Recital 13

Text proposed by the Commission

(13) In order to improve the completion of transport projects in less developed parts

PE627.908v01-00

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Amendment

(13) In order to improve the completion of transport projects in less developed parts

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of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. ***In an initial phase and within a limit of 70 % of the transferred envelope, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. The remaining 30 % of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to cross-border links and missing links.*** The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Or. cs

Amendment 185

Cláudia Monteiro de Aguiar

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. ***In an initial phase and within a limit of 70% of the transferred envelope, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. The remaining 30% of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from***

Amendment

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

the Cohesion Fund with priority to cross-border links and missing links. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Or. en

Amendment 186
Marian-Jean Marinescu

Proposal for a regulation
Recital 13

Text proposed by the Commission

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. ***In an initial phase and within a limit of 70% of the transferred envelope,*** the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. ***The remaining 30% of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to cross-border links and missing links.*** The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Amendment

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. The selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Or. en

Amendment 187

Elżbieta Katarzyna Łukacijewska

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an initial phase ***and within a limit of 70% of the transferred envelope***, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. ***The remaining 30% of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to cross-border links and missing links.*** The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Amendment

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an initial phase, the selection of projects eligible for financing should ***strictly*** respect the national allocations under the Cohesion Fund. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop ***and manage*** an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Or. en

Amendment 188

Edward Czesak, Zdzisław Krasnodębski, Ryszard Antoni Legutko, Tomasz Piotr Poręba, Kosma Złotowski, Evžen Tošenovský

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) In order to improve the completion

Amendment

(13) In order to improve the completion

of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an initial phase *and within a limit of 70% of the transferred envelope*, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. *The remaining 30% of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to cross-border links and missing links.* The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an initial phase the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Or. en

Amendment 189

Pavel Telička, Dominique Riquet, Matthijs van Miltenburg

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an initial phase *and within a limit of 70% of the transferred envelope*, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. *The remaining 30% of the transferred envelope* should be allocated on a competitive basis

Amendment

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an initial phase, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. *At the end of the initial phase, resources transferred to the Programme which have not been committed to a transport infrastructure*

to projects located in the Member States eligible for financing from the Cohesion Fund with priority to cross-border links and missing links. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to cross-border links and missing links. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Or. en

Amendment 190

Carlos Zorrinho, Francisco Assis

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an initial phase and within a limit of 70% of the transferred envelope, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. ***The remaining 30% of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to cross-border links and missing links.*** The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Amendment

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an initial phase and within a limit of 70% of the transferred envelope, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Amendment 191
Roberts Zile, Tunne Kelam

Proposal for a regulation
Recital 13

Text proposed by the Commission

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an initial phase and within a limit of **70%** of the transferred envelope, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. The remaining **30%** of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to cross-border links and missing links. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Amendment

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an initial phase and within a limit of **50%** of the transferred envelope, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. The remaining **50%** of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to cross-border links and missing links. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Or. en

Amendment 192
Markus Pieper

Proposal for a regulation
Recital 13

Text proposed by the Commission

(13) In order to improve the completion

Amendment

(13) In order to improve the completion

of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an initial phase and within a limit of **70%** of the transferred envelope, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. The remaining **30%** of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to cross-border links and missing links. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an initial phase and within a limit of **50%** of the transferred envelope, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. The remaining **50%** of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to cross-border links and missing links. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Or. de

Justification

It is difficult to make use of money from the Cohesion Fund which is transferred to the CEF. Money for projects is applied for but is not spent because of errors in programme planning. Money is blocked. The competitive award of money would ensure that mature projects actually use it.

Amendment 193

Henna Virkkunen, Krišjānis Kariņš, Petri Sarvamaa, Patricija Šulin, Gunnar Hökmark

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an initial phase and

Amendment

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an initial phase and

within a limit of **70%** of the transferred envelope, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. The remaining **30%** of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to cross-border links and missing links. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

within a limit of **60%** of the transferred envelope, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. The remaining **40%** of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to cross-border links and missing links. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Or. en

Amendment 194

Krišjānis Kariņš, Henna Virkkunen

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an initial phase and within a limit of **70%** of the transferred envelope, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. The remaining **30%** of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to cross-border links and missing links. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline

Amendment

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an initial phase and within a limit of **60%** of the transferred envelope, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. The remaining **40%** of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to cross-border links and missing links. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline

of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Or. en

Amendment 195

Algirdas Saudargas, Vilija Blinkevičiūtė, Laima Liucija Andrikienė

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an initial phase and within a limit of **70%** of the transferred envelope, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. The remaining **30%** of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to cross-border links and missing links. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Amendment

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an initial phase and within a limit of **60%** of the transferred envelope, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. The remaining **40%** of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to cross-border links and missing links. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the institutional capacity of the public administrations concerned.

Or. It

Amendment 196

Dominique Riquet, Matthijs van Miltenburg

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) In order to improve the completion of transport projects in less developed parts of the network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an initial phase and within a limit of 70 % of the transferred envelope, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. The remaining 30 % of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to cross-border links and missing links. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the *institutional* capacity of the public administrations concerned.

Amendment

(13) In order to improve the completion of transport projects in less developed parts of the *TEN-T* network, a Cohesion Fund allocation should be transferred to the Programme to finance transport projects in the Member States eligible for financing from the Cohesion Fund. In an initial phase and within a limit of 70 % of the transferred envelope, the selection of projects eligible for financing should respect the national allocations under the Cohesion Fund. The remaining 30 % of the transferred envelope should be allocated on a competitive basis to projects located in the Member States eligible for financing from the Cohesion Fund with priority to cross-border links and missing links. The Commission should support Member States eligible for financing from the Cohesion Fund in their efforts to develop an appropriate pipeline of projects, in particular by strengthening the *operational* capacity of the public administrations concerned.

Or. fr

Amendment 197
Roberts Zile, Tunne Kelam

Proposal for a regulation
Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) Implementation period of many large-scale cross-border projects with the high EU added value, which are selected in the previous CEF calls, goes much beyond one MFF planning period. These large projects need a guarantee that they, once works are started, will be carried through and finished. In order to ensure that ongoing projects are fully and consistently implemented, the same co-

*financing rates should be maintained as
under previous financial period CEF.*

Or. en